

An exciting race between three Chris-Craft runabouts and a fast New York Central train near Bear Mountain on the Hudson River.

OCTOBER, 1927
Vol. XL, No. 4



119 WEST 40th STREET
NEW YORK, N. Y.

Edited by
CHARLES F. CHAPMAN

CONTENTS

Huck Says, Slow Down.....	9	Cruisers Race On Ocean.....	41-162
Among the Danish Islands, Part III	10-13-74-76-78-88	Real Sport at Lake George.....	42-144
Two of the World's Finest.....	14	The Perfect Thirty-Six.....	43-164
American Boat Wins International Race.....	15-17-124	Ethel, A 27-foot Trunk Cabin Cruiser	44-146-150-152-154
Charles E. Sorensen's Diesel Yacht Helene.....	18-19-88	Small Motor Boats, Their Care, Construction	45-49
Delphine in Commission Again.....	20-21	and Equipment.....	45-49
Baltimore Holds Its Greatest Racing Event.....	22-24-102	Prize Question No. 1: To Keep the Bilge	45-46-154-158
Seaboots, A DeLuxe Banfield.....	25	Pump in Tune.....	45-46-154-158
All the World Follows Motor Boating.....	26-27	Prize Question No. 2: Driving An Electric	47-49-158-164
Priscilla, A Smart Sixty Footer.....	28	Generator.....	47-49-158-164
Up and Down Glen Canyon, Part XI	29-31-80-82-84-86-88	Green Diamond, A Fast Outboard.....	50-156
Newport Makes Her Debut.....	32-33-102	Yard and Shop.....	52-54-73-120-122-160
Thomas Fleming Day Sails On Last Cruise.....	34	Summary of Results, President's Cup Regatta,	56-106
Rambles in Florida Waters, Part II.....	35-37-134-136-144	Washington, D. C.....	56-106
A Modern Motor Adventure Ship.....	38-39-138-140-142	Summary of Results, Regatta at Newport, R.I.....	96-98
New 1928 Outboard Speedster.....	40-98	Summary of Results, Regatta at Baltimore, Md.....	112-116
		Summary of Results, Regatta at Detroit, Mich.....	126-128

COMING EVENTS

- October 18—Meeting of persons interested in cruiser racing, Columbia Y. C. New York, 7:30 P.M.
- October 27—Annual Meeting A. P. B. A., at Colonial Y. C., New York
- December 9, 10, 11—San Diego, California National Regatta
- January 20-28, 1928—Motor Boat Show, Grand Central Palace, N. Y.
- February 6-10, 1928—Motor Boat Show, Boston, Mass.
- March 16, 17, 1928—Miami Beach, Florida
- March 19, 20, 21, 1928—Motor Boat Show, Miami Beach, Florida

Published monthly by the INTERNATIONAL MAGAZINE COMPANY, INC., at 119 West 40th Street, New York City.

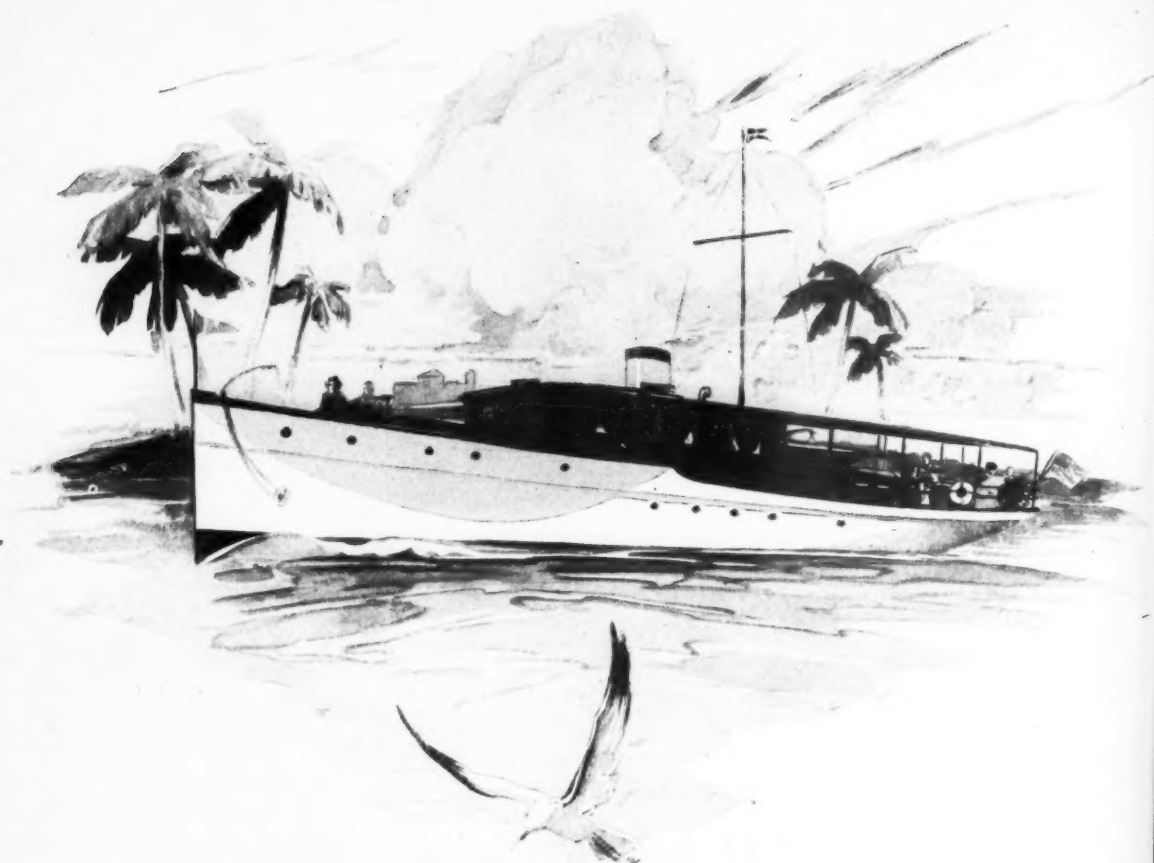
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Advertising Index will be found on page 170

HUCK SAYS--

S *low* D *own*

FRRIENDS, yachtsmen, landlubbers, lend me your ears. I asks you, does you enjoy spilling hot soup in the lap? Does you like to decorate your white flannels with coffee? Does you like to start an oyster for the mouth and stick it in the eye? Does you like to start shaving the chin and find you is cutting off your starboard ear? Does you like to be swamped while you is rowing ashore? Does you like to fall out of your bunk? Does you enjoy seeing a highball fall to the deck and gurgle down a scupper?

No, you doesn't and neither would the owner of the fast runabout enjoy the same thing. Back in them good old days when yachtsmen had hair on their chests and starts engines with a crowbar, full speed, it wasn't so much. Nothing went fast enough to kick up much of a wake. Now they is horses of a different rating. Most everything afloat travels fast and kicks up a helluva wake. This, it is great, out in open water where they is no need for any limit on speed, but it is a mighty different proposition at an anchorage.

While most everybody what owns boats is thoughtful of the comfort of others and has kept the best traditions of the sea, they is two or three idiots at every port and in every fleet what ought to be put back in the nursery. These smart alecs roars in through the squadron in their fast runabouts, barely missing row boats, and kicking up a wake like as if a hurricane had hit the harbor. Plates slide onto the floor, clothes is covered with food, sleepers gets rolled out of their bunks, shavers gash their faces, highballs go rolling on the ground and the peace of a large number of yachtsmen is destroyed.

MoToR BoaTInG is receiving many letters from the real yachtsmen, complaining about this nuisance. Many of them is suggesting government operators licenses for everybody, so that these speed maniacs can be kept ashore. Various yacht clubs has invited certain of their members to slow down or resign. These birds is hurting the game and spoiling the sport, as well as making themselves so unpopular that somebody is liable to bury them at sea.

This here nuisance, it can be cured without no more Federal licensing and without resorting to no shooting, burning or drowning. Just cut this editorial out and stick it up on the yacht club bulletin board, or tie it up with a ribbon and hand it to the feller at your anchorage what tears by you every four minutes towing something pretty on an aquaplane, and mark the envelope "For Gawds sakes, SLOW DOWN."

Among the Danish Islands

Part
III

*Lucette Sails from Kiel
to Copenhagen
and Finds That, True to Expectation,
the Wind Blows from Aft the Beam
—Paul Removes a Blot
from His Escutcheon*

By Alfred F. Loomis

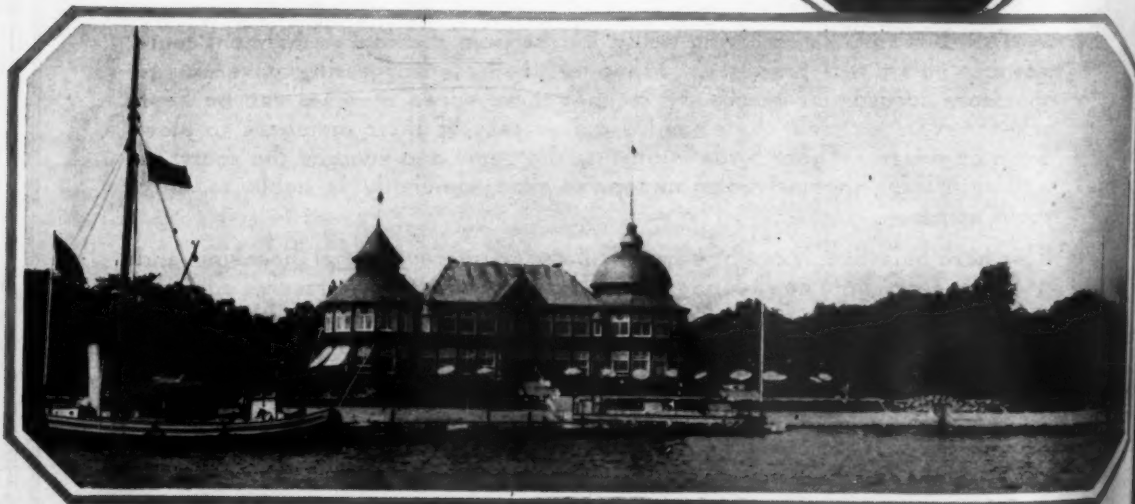
Author of "The Cruise of the Hippocampus," etc.

ALTHOUGH the schooner *Lucette's* stay in Germany was unattended by any of the "Shrecklichkeit" which we had somehow anticipated, we were glad when at noon of June 7th we shoved off from the quay at Kiel for the mouth of Kiel Forde.

The Baltic lay ahead of us, the Danish islands directly on our track, and the cruising delights that had been promised us were about to be tasted. The wind came puffy and boisterous out of the west and we eased sheets and ran for it. The rain of the day before had given way to a blue sky partly filled with hurrying white clouds, and there was wine in the air. As our pilot friend had said, life seemed sweet.

Even before Germany had dropped out of sight astern of us Paul began looking for Danish cattle and butter, for he had read somewhere that dairy products are among the principal exports of Denmark. But his attention was momentarily diverted by sight of a tug flying a red flag from her masthead and towing a target astern. The tug lay pretty much on our course and to eastward of her we saw a small German torpedo boat steaming a parallel course.

"Target practice," said Paul.



The Langelinie Pavilion, Copenhagen, whose upper floor is occupied by the Royal Danish Yacht Club. Here we celebrated our arrival in the Danish capital

Once in the eight-foot channel of Boge Strom we boomed the fore staysail and with the wind astern said goodbye to care and worry



P. L. stepped out seriously in Petersvaerft, looking for eggs, but it was Paul who spoke the magic word which the Danes understood

"Will they are on us?" asked P. L.

"Never," said I. "The British Navy hasn't come successfully through the Great War only to be fired on by a German T. B." . . . For Lucette sails under the blue ensign of the Royal Naval Reserve and we have our rights in Germany even though we do stand ready to fly American colors if by any mischance we are blown into Russian waters.

So we sailed on and were presently gratified to see the red firing flag half-masted as we passed into the line of fire. In a few minutes we had cleared the range, the red flag shot aloft again, and through our glasses we watched some pretty accurate practice with what we judged to be one- or two-pounders. The T. B. and tug dropped astern and again Paul trained his eye on the north-eastern horizon beyond which lay Danish cows and dairy products.

Presently Anthony sighted land. He has keen eyes, and if there is any land to be seen he will sight it. Likewise, suffering from the defects of his greatness, he will sometimes sight land when there is none to be sighted. But this

The orderly array of pleasure boats in the Lystbaadehavn where Lucette found herself somewhat unwelcome

time there was no mistake about it. The horizon bulged unnaturally on our port bow. "Land ho," said Anthony, and added re-

proachfully, "It's broad on the port bow." It was evident that he was disappointed in my navigation. He had expected the first land to be picked up dead ahead where all landfalls should be made. He would have liked me to acknowledge my mistake and change course for it.

But that land, whatever it was, drew aft to our port beam and dropped astern, and at four-thirty we sighted Kjels Nor lighthouse on the southern end of the Danish island of Langeland and headed for it. Strictly, this lighthouse should have been dead ahead when first sighted, but at this period of our travels, and for some days after, I was buffaloeed by the currents in the Danish islands and didn't know how to allow for them.

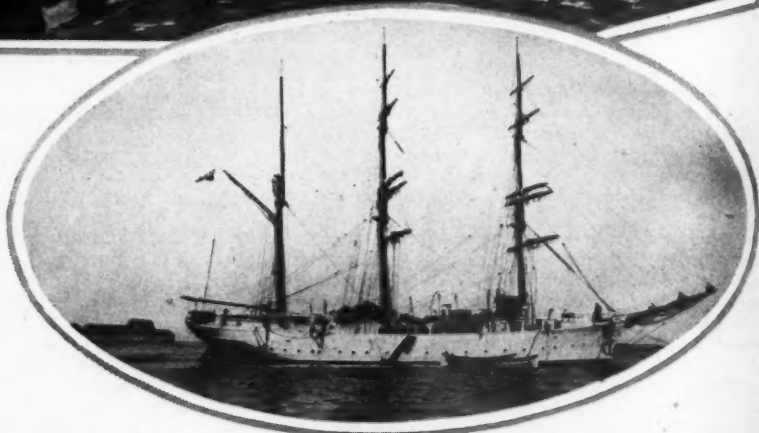
Langeland is the western shore of Langeland Belt, which joins the Great Belt to northward and is one of the principal escapes of the huge volume of water contained in the Baltic. The Little Belt, to westward of it, and the Strait to eastward which runs past Copenhagen combine with the Great Belt to form the Kattegat of storied





Farmyard scene in the hamlet of Petersvaerft, Denmark

A trim Norwegian training ship at anchor in the Danish harbor of Copenhagen



viciousness, and the Coast Pilot dwells at length on the strength of the currents flowing through these narrow passages.

The pilot speaks of the north-going current and of the south-going current and declares that they are regulated by the strength and the direction of the wind. It recalls in lugubrious fashion instances of phenomenal wind tides of eight and ten feet and mentions four-knot currents in periods of calm following gales—but for all its pessimistic particularity I couldn't make sure when to expect a current or in what direction it would run when encountered.

Hence my caution in closing to westward of Kjels Nor light, for in so doing we could pass close to a buoy on a shoal known as Gulstav Flak and see what the stream was doing to it. In some trepidation we approached the land and neared the buoy. Would it be streaming out to north or south, the current sucking and gurgling past it? Or would it be lying over in a westerly or easterly direction?

Anthony sighted the buoy and we trained our glasses on it. It stood straight up, tugged at by no current whatsoever. All right, then, we can turn our attention to the Danish cows and dairy maids. There they are—the cows, at least—dotting low meadows or grazing on the sides of rounded hills, and the Major begins to talk hopefully of milk for breakfast. There are windmills featuring the landscape at irregular intervals and I tell him that it is my ambition to make fast to one of them some evening and be secure for the night in truly rural surroundings. But both his ambition and mine must be postponed until a later date. The sun is sinking and the wind follows suit and it is time we chose the nearest and easiest anchorage.

The spot best answering this description is on the eastern side of Langeland Belt, off Albuen Point on the island of Laaland, and although Laaland is still beneath the horizon, we steer for it. In due course of time steeples and chimneys prick the sky, and then Albuen lighthouse, and at nine o'clock when the westerly breeze is no more than a vagrant breath of air we start the motor and head in for the anchorage.

Fish stakes and nets spring out of the gloaming, Albuen light goes on and shows us to be in the green sector which covers a shoal, and we alter course to the north to enter the white sector. Almost instantly the color of the light changes, and with the sounding lead fetching depths of two fathoms we feel our way along. At nine-thirty we find ourselves in the lee of Albuen Point and just as we leave the white sector of the light and enter the red we go astern and let go the anchor. Sea gulls scream around the nets, Danish cows low along the beach (but reserve their milk for other customers) and our first Baltic run is finished. On summing up at dinner we find that we have no reason to be disappointed. The tideless sea has given us a wind abaft the beam, the breeze has died at nightfall, and the currents have been inconsiderable. We turn in full of ease and satisfaction.

If you took up your map of Europe as previously advised you will know by this time that Denmark is composed principally of the peninsular of Jutland and

after that of such large islands as Fyen, Zealand and Laaland, plus a few hundred islets of various shapes and sizes. Copenhagen, the capital of the kingdom, is on the eastern edge of Zealand, not more than one short look from Sweden. It was to Copenhagen that we were bound upon our departure from Kiel.

In being thus particular about the location of Copenhagen I hope I do not offend the sensibilities of those who were born in Denmark or who know more about geography than the average. I knew the city previously as placed somewhere in Scandinavia, but I had to resort to dividers, compass rose, and a good squint at the chart to place it definitely 160 miles (as a boat sails) north-east of Kiel and directly opposite the Swedish city of

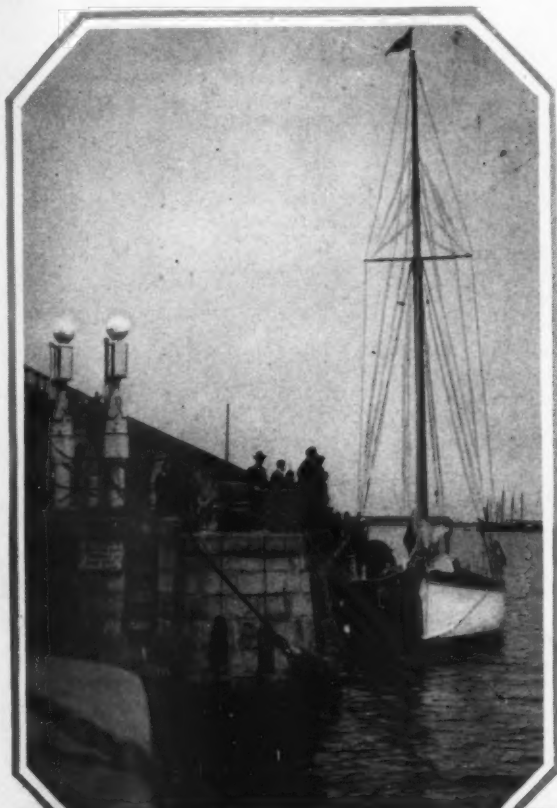
Malmö. In my previous ignorance I was something like the average Briton who doesn't know whether Boston is on the north or south coast of North America—and to offset that I must confess that I still have to look at a map before saying definitely that Edinburgh is on the west coast of Scotland—if it is.

This, however, seems to be a bit outside our immediate focus. Lucette lay the night at Albuen anchorage and in the morning we got under way for Copenhagen. But here again another brief diversion is required. When one navigates among islands it is often necessary to choose among a variety of routes to one's destination. Having entered Langeland Belt we had eliminated the route that leads to eastward of Laaland and Falster Islands, and had narrowed our choice to three ways. One, leading around the north end of Zealand, was exceedingly roundabout and was quickly dropped from consideration. One, leading south of Zealand and also south of Moen Island, was well buoyed and not very circuitous. Still, twenty miles is twenty miles, and we decided on the third and shortest route, through the Stor Ström and the Bøge Ström—ström being Danish for channel.

Now right here I would ask you not to look at a map of Denmark, for the maps I have seen are very misleading. They show the short route mentioned above as being very wide and blue. If you took guidance from your map you could head your boat for the widest and bluest part and run through four bells and a jingle. But in that case you would hit the nearest mid-channel island and spend the rest of the year getting off.

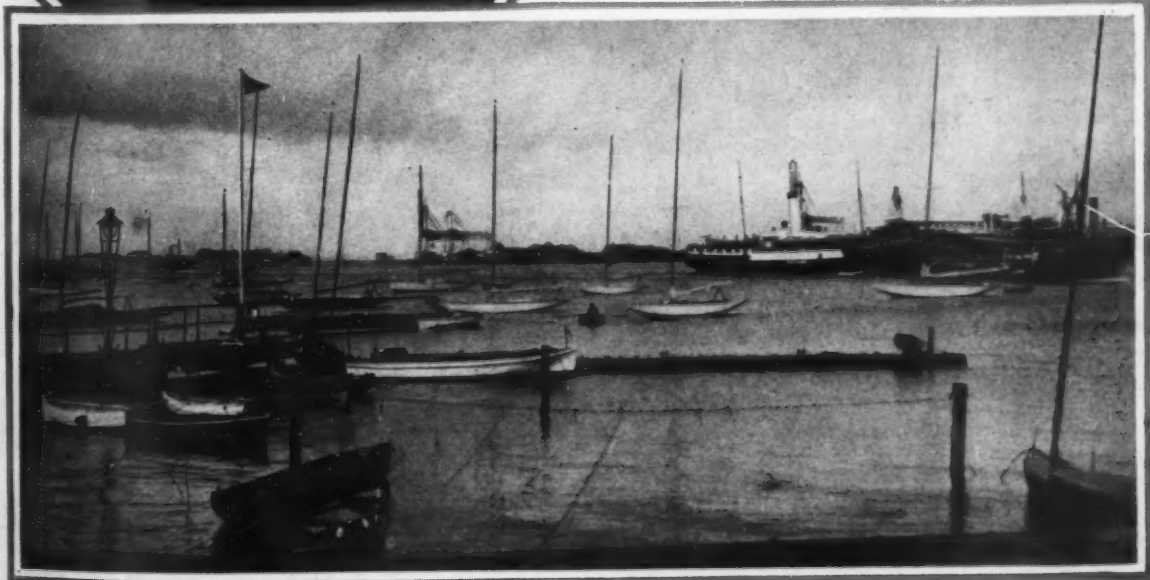
On the chart the channel is something else again. Consulting one which Uncle Sam publishes for loyal citizens at a cost of twenty cents and which I had brought from the States with me, I saw that both the Stor Ström and the Bøge Ström are copiously flanked by shoals and that it takes a keen eye for buoys to get through. The Major accused me of choosing this route *because* it was the most difficult, but I countered with the information that in days to come we'll have no alternative to threading narrow channels and that it is better to practice this kind of work where the bottom is sandy than to draw first blood on rocky pinnacles.

So on the morning of June 8th (Continued on page 74)



Taking on kerosene at Copenhagen, one of the few Scandinavian ports provided with quayside pumping stations

Six-meter boats and other swift racing sloops moored off the Royal Danish Yacht Club





TWO OF THE WORLD'S FINEST—
Miss Syndicate and Sister Syn—Owned by Horace E. Dodge

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American Boat Wins

*Little Spitfire Becomes World Champion
in One and One-Half Liter Class—Horace
E. Dodge Wins One Hundred Fifty
Mile Sweepstakes With Miss Syndicate*

INTERNATIONAL RACE

*Complete Results of Detroit
Races on Pages 126 & 128*

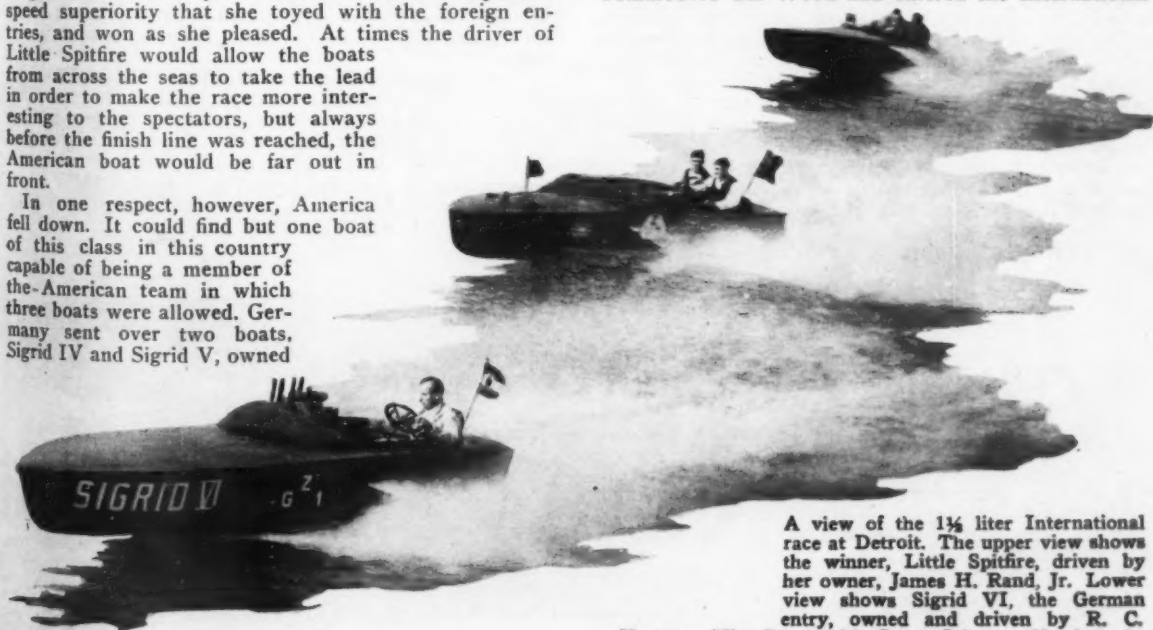


AMERICAN motor boats have again demonstrated their supremacy over those of any nation. In the International races for the 1½ liter class held at Detroit, Mich., early in September, Little Spitfire, owned by James H. Rand, Jr., of Buffalo, and driven by her owner and Ralph Snoddy representing America, had little trouble in defeating in three straight heats for the Detroit News Trophy, the best boats of this class from England and Germany. So marked was Little Spitfire's speed superiority that she toyed with the foreign entries, and won as she pleased. At times the driver of Little Spitfire would allow the boats from across the seas to take the lead in order to make the race more interesting to the spectators, but always before the finish line was reached, the American boat would be far out in front.

In one respect, however, America fell down. It could find but one boat of this class in this country capable of being a member of the American team in which three boats were allowed. Germany sent over two boats, Sigrid IV and Sigrid V, owned

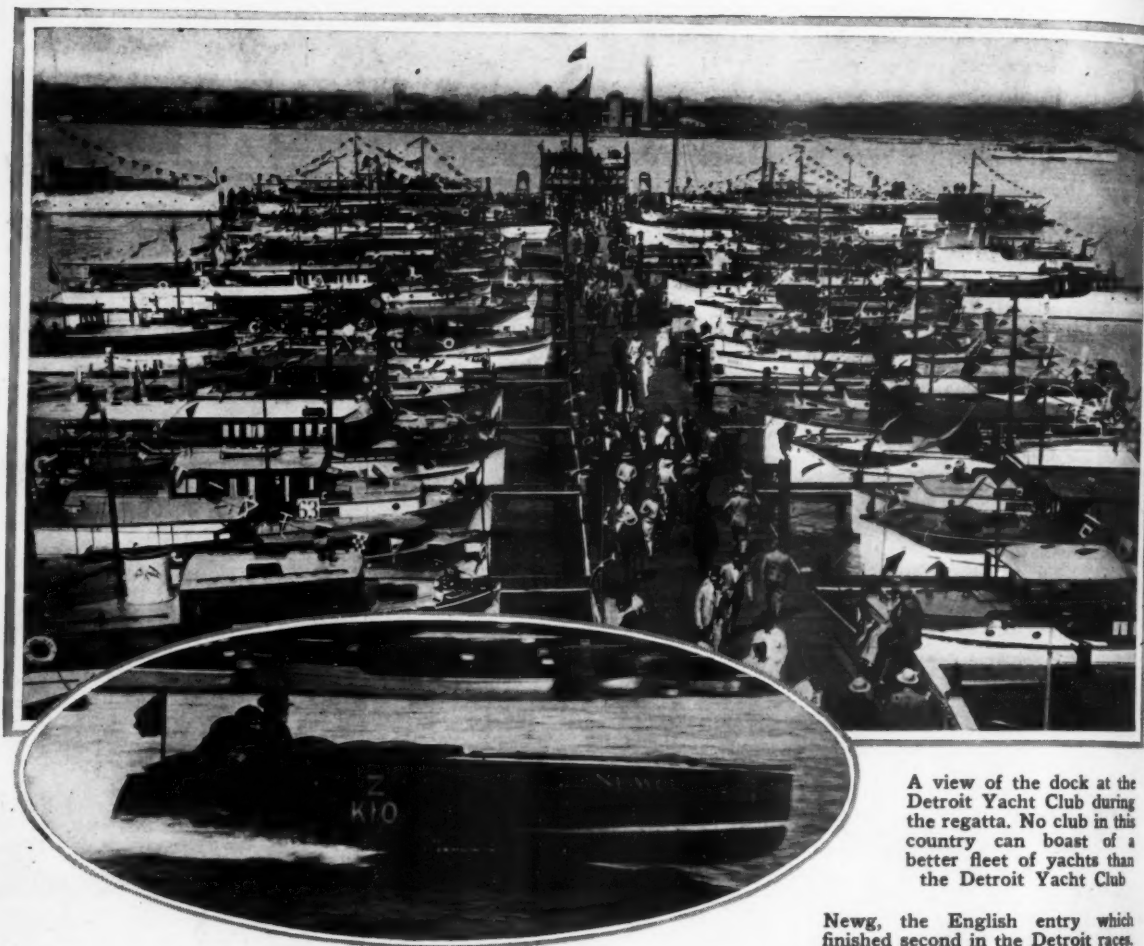
by R. C. Krueger of Berlin, and England entered Newg, owned by Miss M. B. Carstairs, and Miss Betty, owned by Count Johnston-Noad, but Mr. Rand's boat, Little Spitfire, had to do all the honors for America. Had Little Spitfire failed in any way the trophy would have gone overseas. Luckily Messrs. Rand and Snoddy were equal to the responsibility placed upon them and their craft and demonstrated to the many thousands of spectators who lined the shores of the race course to witness the first real International race which this country has held for many years, that the American boat was 100 per cent perfect in speed and reliability.

Commodore Gar Wood had entered the International



A view of the 1½ liter International race at Detroit. The upper view shows the winner, Little Spitfire, driven by her owner, James H. Rand, Jr. Lower view shows Sigrid VI, the German entry, owned and driven by R. C.

Krueger, Miss Betty with Count Johnston-Noad at the wheel, and Sigrid V, driven by Mrs. R. C. Krueger



A view of the dock at the Detroit Yacht Club during the regatta. No club in this country can boast of a better fleet of yachts than the Detroit Yacht Club

Newg, the English entry which finished second in the Detroit races. She was driven by Frederick Cooper of London, England

race and built for himself Baby America III especially for the race. But a few days previous to the contest, in a trial, Baby America III overturned and sank in deep water. She could not be raised and reconditioned in sufficient time to permit her to race. Gibson Bradfield also built a 1½ liter boat, Hornet, which was entered as one of the American team of three boats, but Hornet also met with misfortune. Although she started in the first of the three 15-mile heats, several minutes late, she failed to finish, and was not at the starting line for either of the other two heats. So while America won the trophy, except for the fine demonstration of the winner, Little Spitfire, the performances and reliability of the other

boats from America were most discouraging. On the other hand, both of the English craft, and the two from Germany showed that except from the standpoint of extreme speed, we have much to learn before we reach perfection with our race boats, their hulls and power plants.

Another event of great importance on the Detroit program was the annual 150-mile Sweepstakes race. This race, with the possible exception of the contest for the Gold Cup, is the most important racing event of the year, and the prize most highly sought. While this year's sweepstakes did not bring out as large a field as usual, due perhaps to the fact that the rules change next year,



Two contestants for the Detroit Yacht Club Development Trophy. Solar Plexus, owned by Horace E. Dodge, which won and Rainbow VI, owned by Commodore Greening

Two of the contestants in the 150 Mile Sweepstakes at Detroit, Baby Skylark, owned and driven by George Harrison Phelps, Jr., and Baby Chic, owned by Dr. S. B. Smith



and there was therefore little incentive to build new craft this year and have to junk them after one contest, yet the quality of the boats which raced was especially good, and the competition keen and clean.

With the exception of Gar Wood, probably no racing enthusiast has spent so much money for the development and building of racing boats as Horace E. Dodge of Detroit. He has given unsparingly of his time, brains and money. His boats have always been of the highest quality and generally he has not been content to enter only one craft in the major racing events, but has built and entered several. Everyone has praised Mr. Dodge for the quality of his boats, as they have always been of the best appearance and the finest running of any boats on the course. Mr. Dodge's chief designer, Geo. F. Crouch, has been largely responsible for these noteworthy characteristics.

Although Mr. Dodge has tried long and often to win the major racing events, it seems as though a jinx has constantly followed him. Generally a failure of some

minor part of his hulls or power plants at an important moment has put him out of the running.

In this year's 150-mile Detroit Sweepstakes race Mr. Dodge came into his own. He entered three of his best boats, Miss Syndicate, Sister Syn and Solar Plexus. He personally was at the helm of Miss Syndicate. William Horn drove Sister Syn, and F. G. Ericson handled Solar Plexus.

From the starter's gun, Mr. Dodge put Miss Syndicate into the lead and for the 150 miles he was not headed. He drove a perfect non-stop run, not coming into the pits for fueling or to make any replacement whatsoever. Not for one moment was the outcome of the race in doubt, so strikingly did Mr. Dodge demonstrate his superiority as a driver and Miss Syndicate as a boat. Miss Syndicate was powered with a 12-cylinder Packard Sweepstakes motor.

Sister Syn, one of the few new racing boats of the year, also gave a very good

(Continued on page 124)

The race for the Kermath powered cruisers at the Detroit Regatta



A view of the Class C outboards at the Detroit races. Thirty-five of these craft started in this event



Charles E.
Sorensen's

Diesel Yacht HELENE

*A Remarkably Fine Craft
of Moderate Size But Un-
usual Accommodations and
Many Outstanding Charac-
teristics*

The 105 foot Bessemer
Diesel engined yacht
Helene, built by Defoe
Boat and Motor Works,
for Charles E. Sorensen
of Detroit

Photographs by M. Rosenfeld



HELENE, the new Diesel yacht which was recently completed for Charles E. Sorensen of the Ford Motor Company at Detroit, is a remarkably fine little craft, which affords excellent accommodations for a boat of her size. She was built by the Defoe Boat and Motor works in Bay City, and is constructed entirely of steel. The deck houses are also steel structures. Her length is 105 feet, while the beam is 17 feet, with a draft of 6 feet. The pilot house is of teak, both inside and out, and all exterior trim and finish including the main deck, is of teak. The interior of the deckhouses is of American black walnut, while the interiors below decks in the owner's quarters are finished in enamel and American black walnut. The decorators, William A. Wright Studios of Detroit, have carried out a decorative scheme, which is harmonious and pleasing. Mr. Sorensen has spared no expense in making Helene one of the finest and most comfortable yachts in her class.

Accommodations in the owner's quarters provide for a dining room with a galley adjoining in the forward deckhouse, a living room in the after deck house, a large owner's stateroom with twin beds and private bath, as well as three other staterooms and one bath and toilet below deck. Crew's quarters are also arranged to give the maximum amount of room and excellent ac-

commodations for eight men. Included in this are three staterooms, one for the captain, engineer and one for the steward. There is a large officers' mess room, containing one folding pipe berth, and an officers' bath, located just forward of the engine room. The fore-castle has pipe berths for four men, with individual lockers for each.

The equipment of the engine room is most complete, including one Bessemer Diesel oil engine 8½ inch bore by 12 inch stroke, two Winton 7½ k.w. six cylinder generators, one American Machine and Foundry bilge



The compact pilot house, showing the many mechanical features, such as the Gyro compass, and the Gyro pilot with which this boat is fitted



A corner of the galley space showing the beautiful Smoothtop gas range, which uses Pyrofax bottled gas

The deck house has been finished in American black walnut, and a harmonious decorative scheme has followed throughout



The engine room equipment consists of a Bessemer Diesel engine 8½ inch bore and 12 inch stroke, as well as two Winton six cylinder generating sets and other machinery

pump, an auxiliary air compressor, two Kewanee automatic water pumps, one for the fresh water system and one for the flushing system, and the Master Gyro Compass for the Sperry equipment.

The Sperry equipment on this boat is complete in every detail including the Master Gyro Compass, the Gyro steering repeater on the Gyro pilot or Metal Mike in the pilothouse, a course recorder in the pilothouse, an electric steering unit in the engine fidley and a Sperry high intensity searchlight. In this connection we might say that Mr. Sorensen has given us to understand that this Sperry equipment is one of the finest working pieces of mechanism he has ever had on a boat, that it works perfectly and that he is having the greatest success with it.

The whole electric installation affords abundance of current as in connection with the two Winton generators is a 100 cell A-6 Edison storage battery charged in two banks, discharging through a dimming rheostat.

Helene has installed a heating, cooling and venti-

(Cont. on page 88)





The spacious deck is one of the features of Delphine

THE morning after the fire on Delphine, the yacht lay off 96th Street, New York, completely submerged and lying on her portside. A difficult problem was presented to the wreckers in that she sank with all portlights open and lay at such an angle that the openings to engine and boiler rooms were submerged. The first job was to right the vessel, which was done by means of tackle and winches on the dock and chains around the hull to powerful floating derricks. A trough was then dug inboard of the yacht and when righted, settled into this trench. All openings in the hull then were closed and a coffer-dam built around the boat and fastened to the sides and across the ends. This was made tight and it was a simple matter to float the yacht by pumping. With the coffer-dam still complete around her, the yacht was towed to drydock.

The Delphine was under water for two months or more and on being raised was found to have been filled with mud to a depth of several feet, about 400 tons. After placing in dock, plates were removed from the bottom and the whole inside of the boat was flushed out by hose, cleaned and dried out. Every piece of wood-work, decks, etc., was torn out and the hull cleaned and scaled to the bare steel so that the yacht when finished was new from the steel work up.

In rebuilding, the general layout was as originally built with minor exceptions, principally in the state-rooms below. The different rooms on deck were changed from mahogany panelling to painted work, making a much brighter and more livable group of rooms. The living room was laid out with large panels and painted to suit the cheery decorations. The owner's stateroom was also laid out with large panels and painted a delicate shade of green. The dining room was made especially cheerful by the hand painted scenes of gay birds and flowers on the four canvas panels. In the corners of this room, four cabinets

Delphine

in

Commission

Again



One of the state-rooms on the main deck

The 257 foot yacht Delphine reconditioned under the supervision of the original designers, Henry J. Gielow, Inc.



*A
Remarkable
Task of
Reconditioning
the
257 foot Yacht
of
Mrs. Hugh Dillman*



were built in for china. The rearrangement of the grouping of the windows in this and the other rooms made a big improvement in the attractiveness of the rooms. The smoking room on the upper deck was replaced in teak panelling and trim and the card room was painted in keeping with the gay chintz decorations. The organ console was placed in the after end of this room and an opening was made to the tone chamber of the organ. A tone opening was also made into the living room so that the organ can be heard on both decks and outside on the after deck.

The deck space on this yacht is unusual, ten foot wide spaces at the sides of the houses and the big after deck is the full width of the

In rebuilding, the original layout was followed with minor exceptions in that the rooms were made much brighter, more cheerful and much more livable than formerly

The entire work of reconditioning and rebuilding Delphine was done at the yards of James Shewan & Sons, Brooklyn, N. Y.



yacht and about 100 feet long. The design of the yacht with its continuous upper deck unbroken from stem to stern, 257 feet long by 36 feet wide gives the impression of great length and space and ten laps around this deck equals a mile.

Every piece of machinery was completely dismantled. Engines were taken to the machine shop, overhauled and renewed, all electric motors were renewed, new wiring installed throughout, new insulation on boilers and uptakes, new refrigerators installed and all replaced in as fine condition as before.

All of this work was done after the signing of the contract for the repairs on February 1st, 1927, and the work was completed June 15, 1927, two months before the contract date, due to the ability and careful supervision of the designers, Henry J. Gielow, Inc.

The yacht went into commission immediately and has been in continuous and satisfactory use since.





Newg, owned by Miss M. C. Carstairs of London, England, winning the International race at the Baltimore Regatta. Sigrid VI is in second position and Little Spitfire back in the wash

BALTIMORE Holds It's Greatest Racing Event

*Craft From This Country and Abroad Assemble for Championships
—New World Records Established in Outboard Class*

AS a rule motor boat regattas present a certain sameness. A spectator who witnesses the Gold Cup regatta, for example, will not be able to notice much difference in the appearance of the boats, the way they run, the starts, etc., unless he is an expert, should he attend the major regattas at other localities. However, if he was at Baltimore on September 10, 11 and 12 last, he would have seen a series of racing events which were very different from any which have been held thus far during the present racing season.

Baltimore had a very successful regatta in 1926 but the one this year surpassed any ever before held. Up to a year or two ago, this was not noted for its motor boating activities. True it is located on the very gateway of the finest cruising body of water in the world, Chesapeake Bay, but few boats hailed from Baltimore, its yacht clubs were poor and its facilities for caring for boats were poorer. Interest in motor boating was at a low ebb.

But eighteen or twenty months ago, things in Baltimore changed. The Maryland Yacht Club moved into a new clubhouse, William Tilghman Hemsley was elected Commodore, and A. Roy Gross was appointed Chairman of the Race Committee. From this moment, the locality which has the greatest potential possibilities for motor boating but had failed to take advantage of any, began to take new life. From a Club with practically no fleet, it has grown in this short period of time to one with the greatest fleet of cruising motor boats in the East. A Club which not long ago had little or nothing

to offer its members, the Maryland Yacht Club has become nationally famous for its facilities and the service it offers to its members. This Club is one of the few in the East which provides a yacht basin and mooring facilities along the piers for its fleet. The yacht basin planned a year ago, of such a size that it was believed would be sufficient to take care of the fleet for years to come, was outgrown before the present season started. This yacht basin was again considerably enlarged but again is inadequate for the needs of the yachtsmen in Baltimore. The fleet has increased several hundred percent and contains some of the largest and most representative cruising motor boats in the country.

The day the 1926 regatta was completed, plans were immediately started by the officers and members of the Maryland Yacht Club for a bigger and better regatta this year and the results of their efforts have born fruit. Not only were the recent races attended by a larger fleet of visiting yachts and a greater number of visiting yachtsmen than probably have attended any race meet anywhere in the East, yet seldom, if ever, has the United States Government co-operated in the way which they did at Baltimore. Several of our largest battleships were sent to Baltimore to be in attendance at the motor boat races, as well as a number of smaller ships of the Navy. Racing boats were in attendance from not only various sections of America but from England and Germany as well.

The racing events included events for all classes of boats from the smallest outboard up to the fastest

express cruiser. The outboard classes in particular were well filled and some of the keenest competition which has been seen this year was witnessed.

In the race for Class B outboards, which consisted of two heats of $2\frac{1}{4}$ miles each, there were sixteen starters. Kayo II, built, owned and driven by J. T. Herbst of Wilmington, North Carolina, representing the Frying Pan Power Boat Club, proved the winner with his Johnson powered boat which completed the first heat at a speed of 23.08 miles and the second heat at a speed of 22.84 miles an hour. The best speed in this class was made by Zero, owned by E. Pickard, Jr., which covered the course at a rate of 23.14 miles per hour but in the second heat this boat finished astern of Kayo II and Cute Craft Herself, driven by A. T. Buffington, so the best place which Zero could get in the final score was second position. All of these boats were Johnson powered.

In the race for Class C outboards which consisted of two heats of $2\frac{1}{4}$ miles each, the prize went to Baby Whale, a boat built by D. N. Kelley of Fairhaven, Massachusetts, powered with an Evinrude motor and driven by F. Oswald. Baby Whale's speed for the two heats was 28.21 and 26.94 miles an hour respectively. Zero, Johnson powered, owned by E. Pickard, Jr., of Wilmington, North Carolina finished in second place with speeds of 26.79 and 26.95 miles per hour. Cute Craft Herself, driven by her owner A. T. Buffington of Fall River, Massachusetts finished second in the first heat with a speed of 27.03 miles an hour. However, the best Mr. Buffington could get in the second heat was thirteenth place so in the final scoring his position was fifth. Baby Billy owned by J. L. Cox of the Norfolk Yacht Club and driven by Matt Waller, took first

Spitfire, owned by Earl Van Sciver of the Tri State Yacht Club, winner of the Free for All Cruiser race at the Baltimore regatta. This boat is a Hacker Seagull express cruiser powered with a 150 horse power type G Scripps motor



The start of one of the heats for the 151 inch hydroplanes at the Baltimore regatta



Alex Johnson's Yankee Doodle in a close brush with the Flying Boat

place in the second heat with a speed of 28.94 miles an hour, a new record for Class C outboards in competition but as this boat failed to finish in the first heat, the final place for this boat was sixth. Baby Billy is powered with a Class C Evinrude motor. Baby Wanderjax owned by Willard M. Ware, winner of the Colonel E. H. R. Green trophy in 1926, finished in third position with his Johnson powered boat in the first heat but as she did not get better than tenth in the second heat, his final score placed him fourth. Essington Ya Ya owned and driven by George A. Smith, Jr. of Philadelphia with

his Johnson powered boat finished in sixth position in the first heat and fourth in the second heat with speeds of 25.57 and 26.39 miles an hour which placed him third in the final scoring.

Two special Free For All races of 2½ miles each were held at the Baltimore regatta. In the first of these Vaab, owned and driven by W. D. Dossan of the Norfolk Yacht Club, with his Evinrude powered boat finished in first position showing a speed of 28.85 miles an hour which almost equalled the new world's record of 28.94 miles an hour set up by Baby Billy just a few minutes before. As already mentioned, both Baby Billy and Vaab were Evinrude powered crafts.

In the second of the 2½ mile Free For All outboards, the winner proved to be Cute Craft's Boy Friend owned by A. T. Buffington which completed the course at a speed of 26.87 miles an hour. Her power was a Class C Johnson.

In the Class for 725 cubic inch runabouts, which consisted of two heats of ten miles each, the winner was Arab VIII owned and driven by Ralph H. Sidway of Buffalo. This boat took both heats with speeds of 37.38 and 39.30 miles an hour. Chris Craft owned and driven by Bernard Smith finished in second place and Rebekah owned and driven by Charles Chance was third. Bernard Smith driving his Chris Craft in the Class for 150 horse power stock runabouts took both heats

of this class with Rebekah in second place.

In the event for 110 horse power stock runabouts, which consisted of two boats of ten miles each, the first place went to Chris Craft Cadet entered and driven by Bernard Smith. Cadet finished well in front in the first heat but she was beaten over the finish line by Miss Tri State, another Cadet owned by Commodore H. C. Van Sciver of the Tri State Yacht Club. Third place was the best which Miss Tri State could get in the first heat, therefore, Commodore Van Sciver had to content himself with second in the final scoring.

The race for the 151 cubic inch hydroplanes, which consisted of six heats of five miles each, produced some of the most interesting and spectacular racing which has been seen anywhere in this country this year. While the final winner was Baby Ruth owned by Otto Schnering of Chicago, which won three firsts, yet Miss Spitfire VI, owned by James H. Rand (Continued on page 102)



A view of the yacht basin at the Maryland Yacht Club, Baltimore, Maryland

Photographs by M. Rosenfeld



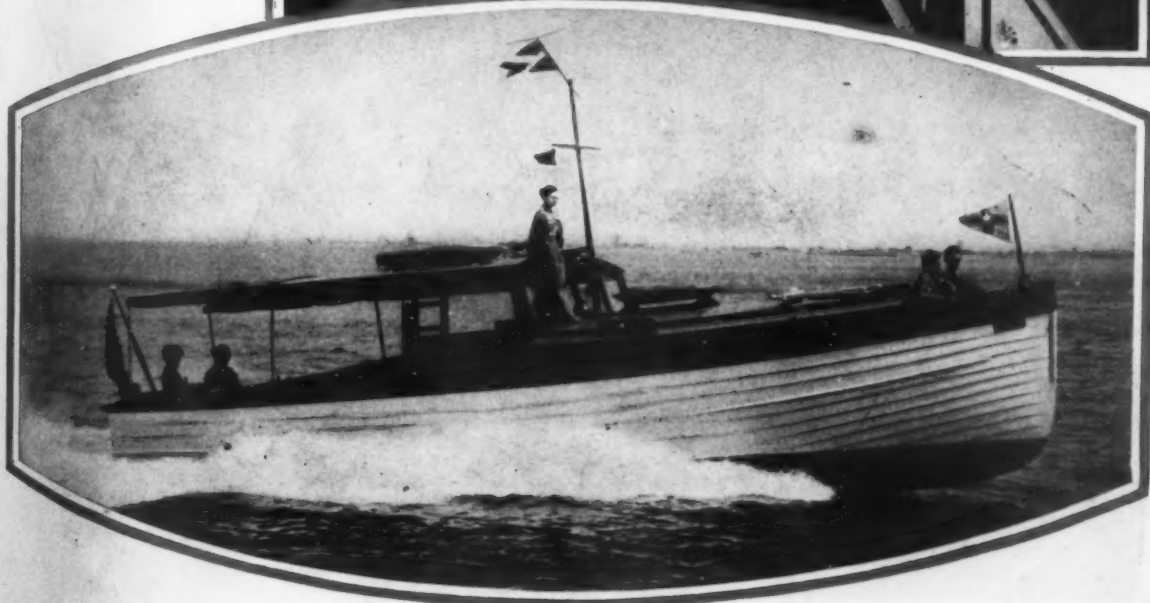
SEABOOTS, A DeLuxe Banfield

*Speed and Comfort Combined in Fast
38-Foot Cruisers Which Are Being
Built in Ever Increasing Numbers by
the Banfield Sea Skiff Works*

The large cockpit of the Banfield DeLuxe 38-foot cruiser carries the engines under two separate trunks, which are covered with comfortable cushions and provide excellent seats

The cabin space is arranged with the usual spring berths on either side, as well as folding upper berths, while in the extreme forward portion is another little cabin for the crew

Seaboats, was built for H. W. Chadbourne of New York, and is powered with two 150 h.p. Kermath engines, which drive her at 28 miles. These boats are all very fast and seaworthy





The foreign racing men at Detroit for the Regatta. Frederick Cooper, designer and driver of Newg, August Riebe, President of the Berlin Yachting Club, Count Johnston-Noad, owner and driver of Miss Betty, and R. C. Krueger, owner and driver of Sigrid VI which represented Germany in the International races

All the World *follows* MOTOR BOATING



Countess Johnston-Noad of London, England, who accompanied her husband to Detroit for the Regatta



Commodore and Mrs. George H. Voelkner of Detroit with Mrs. Krueger of Berlin. Mrs. Krueger drove Sigrid V

Mrs. Vincent Astor and Mrs. W. J. Conners aboard the latter's racing boat, Miss Okeechobee, during the recent regatta at Newport, Rhode Island



*Yachtsmen
from Near and Far
Gather at
Newport and Detroit*



J. H. Van Allen and William H. Vanderbilt aboard the latter's Dodge Water Car at the Newport Regatta



The most popular father and son at the Detroit races, Jack Farr, Senior and Junior



Drivers of the boats that finished first and second in the 150 mile Sweepstakes. At the right is Horace E. Dodge who drove the winner, Miss Syndicate and at the left Commodore Ericson who drove Solar Plexus



PRISCILLA

a Smart

SIXTY

FOOTER

Quarters for the owner are in the after trunk cabin and are comfortably arranged with a built-in double berth



Priscilla is 60 feet long, with a beam of 13½ feet, and was designed and built by the Great Lakes Boat Bldg. Corp. of Chicago for Arthur E. Bendelari, also of Chicago

The power plant in Priscilla is located in the central portion of the boat under the bridge deck, and consists of two six cylinder Sterling Chevron engines, which are able to drive the boat at 15 m.p.h.



The roomy after deck of the boat serves also as a pleasant place in which to play cards or serve light refreshments. The dining saloon is in the forward portion of the boat

Up and Down GLEN CANYON of the Colorado

*The Battle to the Sea Down the Colorado
Continues and Is Hampered by Log Jams
and Streams Which Dwindle and Disappear*

By Lewis R. Freeman

*Author of "In the Tracks of the Traders," "Down the Yellowstone,"
"By Waterways to Gotham," etc., etc.*

Part XI—Through to Tide Water

PUSHING off below the log jam through which we had chopped a way for the boat, we found the stream swifter than above and tending to accelerate in velocity with a pronounced increase in fall. There was little room to use the oars but quick fending with poles kept the boat from protracted groundings.

We were bowling along at six or eight miles an hour when the sound of tumbling water ahead warned that it was time to land and reconnoiter. Priest was about to jump out with the painter when a rounded bend revealed that the booming cascade, though steep and of considerable fall, was open and fairly well covered with water. Shouting to Priest to hang on, I gave a push with an oar and sent the nose of the skiff straight down into the head of the foaming chute. I have had many a quieter run even in the Grand Canyon itself.

It is not good practice to ignore the punitive possibilities of even a rapid of roots and clay. I had overrated considerably the depth of water on the fall, as I found when the bow banged down hard on a hummocky mound, hung, and allowed the stern to be swung round and take the lead.

The rest of the passage was a good deal

like the stairway waltz in one of the popular musical comedies of a decade ago—The Count of Luxembourg, I believe it was. Now the boat would turn two or three times one way, now it would reverse and go the other. Luckily, both bow and stern did not ground solidly at the same moment, else skiff and crew could hardly have failed to start a rolling free-for-all.

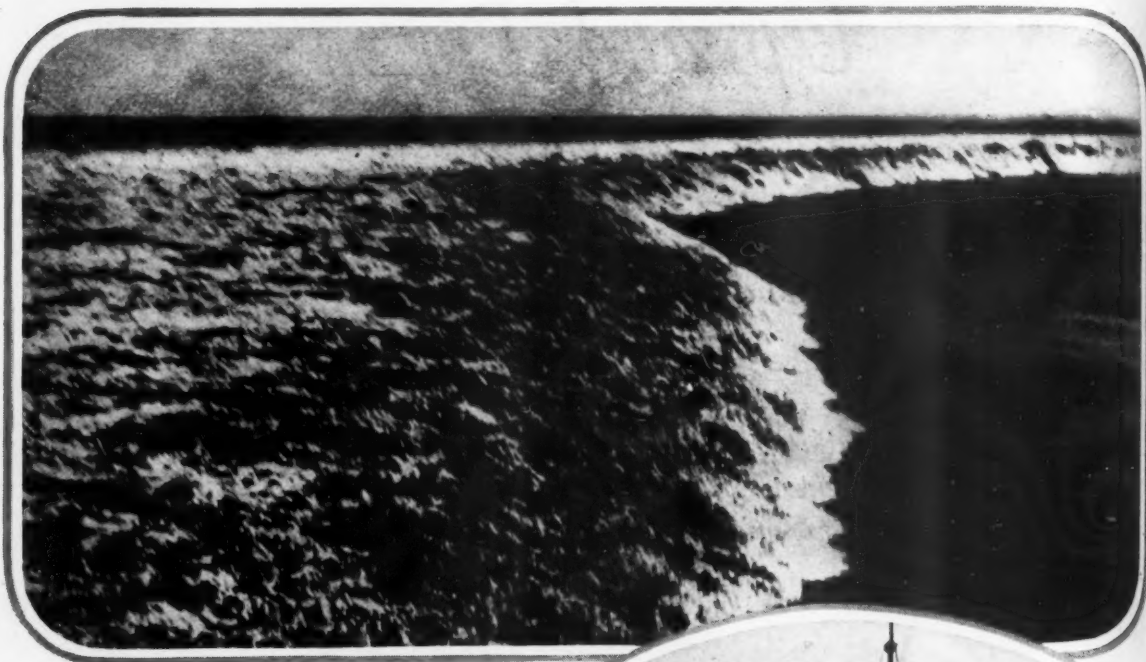
There had been no time to see what was unfolding ahead while we were bumping the bumps, so that it was

with a thrill of real surprise that we found the skiff gliding out upon the mirror-like surface of a quiet, deep channel winding in from the right on a southerly course. Deeper than the length of an oar in the middle, nearly a hundred feet in width, and with high banks which sloped up sharply to an overhanging wall of willow, cottonwood and mesquite, the meandering river recalled at once the still fifty-miles-distant Hardy which I had followed down to the Gulf a number of years previously.

The broad channel was plainly a part of the Pescadero drainage system and had doubtless carried the main flow of the Colorado many seasons during the periods the great river had found its way to the sea along the western and central



A typical Cocopah Indian of the Delta

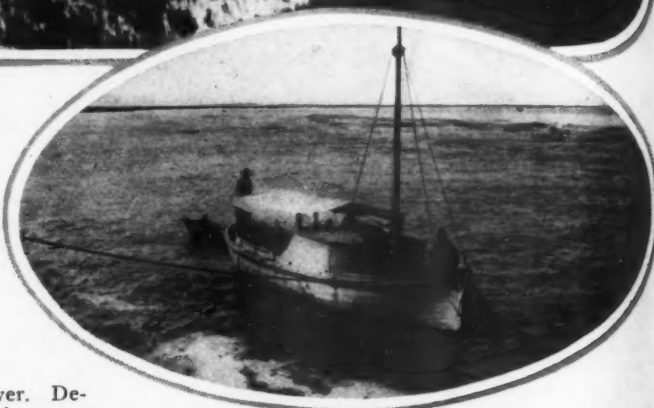


The tidal bore near La Bourba. Height about 15 feet

sections of the delta. It appeared to have a flow greatly in excess of the 250 second-feet Higley had estimated as that in the Pescadero Cut, but this was only a surmise. Having no accurate cross-section of the channel it was impossible even to approximate how much water it was carrying.

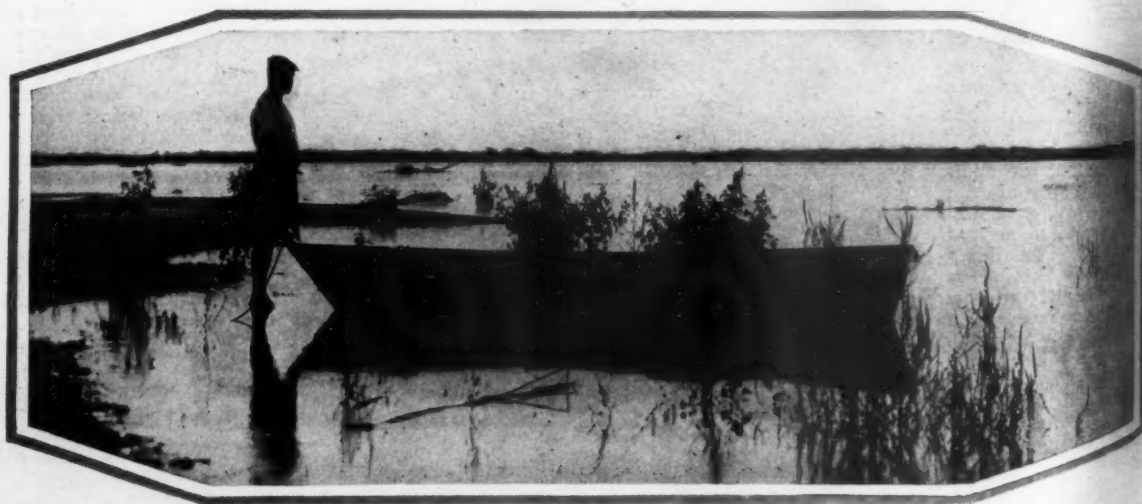
From the depth, breadth and openness of the river it did not seem unreasonable to expect that it would lead us right on to tide-water—that the brush and mud fight was all over. Determined at least to reap full advantage of the open going while it lasted, we started to take brisk shifts at the oars, with the intention of clamping on the outboard in case the channel remained clear until we landed and unpacked at noon.

In less than a mile we entered a channel still broader than the one we had followed. It came from our left and wound off to the right in a general south-westerly



A Mexican motor boat moored and anchored in a current of 10 miles, the bore is approaching at 20 miles or more

High water after the passing of the tidal bore



direction. It averaged a hundred and fifty feet in width where we pulled into it, and had broadened to nearly twice that three miles below when we came to an abrupt ending of it in a flat of caked mud.

For a few minutes it looked as though we were in a lagoon which, like the Great Salt Lake and the Dead Sea, had many feeders but no outlet. Then the movement of a piece of drift led us to row back a few hundred yards to where a long line of water-scoured logs was piled high against the bordering rows of trees.

At one point here we were drawn into a strong outpouring current disappearing under the piled logs and sharp pulling was necessary to prevent the skiff from being sucked against the barrier. This one outlet appeared to be taking care of all of the present flow of the river though evidences of openings scoured by higher water occurred for a quarter of a mile above and below. That we were in for another stretch of jungle navigation was plain in any event.

As it appeared impossible to penetrate any distance across and beyond the log-jam even on foot, starting a portage with the boat in the immediate vicinity was out of the question. Our best chance of finding an open water course again seemed to be to follow one of the only partially overgrown channels where the flood had escaped at a slightly higher level.

Before running the risk of entangling the skiff beyond hope of extrication we decided to reconnoitre ahead. If the river continued to flow under the logs and closely tangled brush for any distance continued progress with a boat was impossible. A half mile through such a bush as that at the jam would resist the passage of the boat for a week, and we reckoned it was still fifty miles to tide-water.

Entering the forest by a dry channel near the end of the lagoon, we were greatly encouraged to reach a stream of clear, swiftly-flowing water in a little over a hundred yards. Following this back toward its source, we found that it carried about two-thirds of the flow escaping from the lagoon under the log-jam. The other third drained off in a channel flowing directly south.

As the larger or righthand fork looked fairly open for the few hundred yards explored, we decided to chance it with the boat. The cutting of a few young willows opened the way for a portage, and the rest was just



Bringing in a deer to the camp at Harly

hard pulling and hauling in soft mud. It was over at the end of an hour.

The stream into which we now pushed off appeared to have a considerably greater volume than any we had followed above the lagoon. For a half mile there was room to steer with the oars most of the way, with plenty of water for avoiding snags and driftwood. Then, at the end of a hundred yards of slack water, we came to another log jam forming a complete and solid barrier.

(Continued on page 80)



The fantastic Pintos from the lower Colorado

Newport

Makes Her Debut

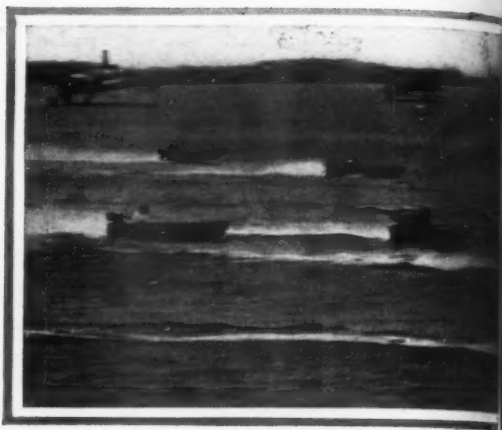
*In a National
Motor Boat Regatta
The Various Classes
of
Racing Craft
Are Introduced*

UNDER the leadership of Dr. H. P. Beck of the Newport Chamber of Commerce, the newly formed Narragansett Bay Regatta Association, Inc. staged their first annual National regatta on the waters of Newport harbor, Rhode Island, on August 19 and 20. The event was sanctioned by the American Power Boat Association and had the active support of several officers of the Association, as well as the RC2 and the various yachting organizations on Narragansett Bay and the civic bodies of the City of Newport.



Four navy boys giving a hand in getting the RC trunk aboard the Committee boat. This trunk contains all paraphernalia necessary for the handling of the race meet

Miss Okeechobee, driven by Mrs. W. J. Conners which won all the events in which it was entered. Miss Okeechobee is without a doubt the fastest displacement boat afloat today



Not until the present season has New England shown much interest in major racing events but the success of the Boston regatta in June was so striking that local events have been held at many of the seaport towns on week-ends and the final New England championships were decided at Newport's National Regatta.

It would be hard to find a location, especially in the East, more admirably suited for racing events than at Newport, both from the standpoints of the racing man and spectator. An almost land locked harbor provides the kind of water which is necessary for high speed racing and the closeness of the race course to shore as well as a large amount of excellent shore frontage available for the public, forms an almost perfect amphitheater for viewing the races. In addition to these, the government has a large amount of gear and equipment, as well as personnel at Newport necessary for the handling and caring of the racing craft, which were put at the disposal of the racing committees and which went a long ways toward making the Newport regatta one of the outstanding events of the present season.

Newport's decision to hold a regatta this season was not reached until late in June, leaving but six short weeks in which to make the preparations. However, the arrangements were complete to the last detail and showed much efficiency in the racing organization effected by Dr. Beck and his co-workers. Mention should also be made of the co-operation of the city officials of Newport, many of whom served as members of the committees and declared a civic holiday for Newport on one of the race days.

Classes were provided for most of the popular race boats of today in addition to cruisers, stock runabouts and the like but with the exception of the outboards and the 151 cubic inch hydroplanes the classes did not fill especially well. However, what may have been lack-





A glimpse of the outboard field. Altogether ninety-nine of these little craft finished at the Newport Regatta and their racing was one of the features of the whole race meet



Baby Whale XIII, driven by Miss Helen Hentschel, which established a record of 28.22 miles per hour in Class C Free For All

ing in numbers and exciting racing in some of the larger classes was more than made up for by the outboards. In these classes the most exciting and close racing that has been seen anywhere this season took place. A total of 99 outboards, finished and of course a considerably larger number started.

Frank Wigglesworth of Boston, a member of the Outboard Contest Board of the American Power Boat Association, was in general charge of the outboard classes and so well did he handle the events and details in connection with them that the usual protests which have marked some outboard events this year, were entirely avoided.

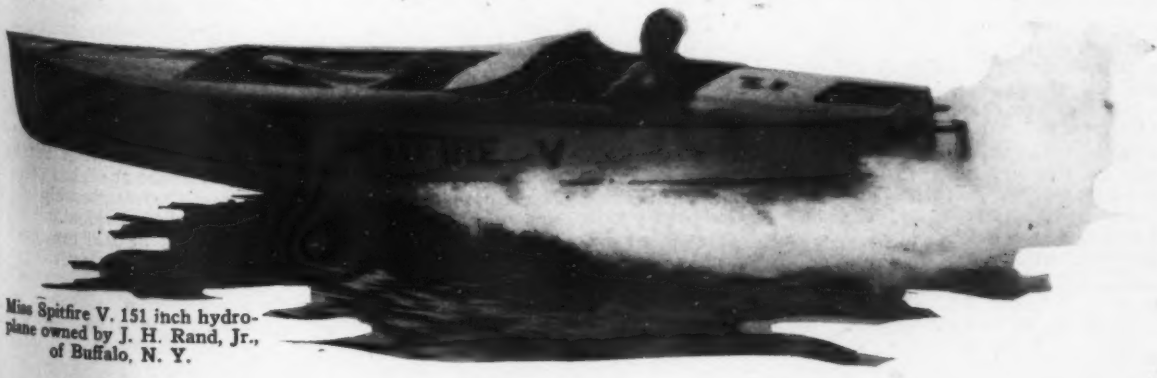
In the Class C Free For All, a new American Power Boat Association record was established by Julie Cute Craft, built by A. T. Buffington of Fall River, Massachusetts, and powered with an Evinrude motor. This boat driven by Kirk Ames covered the first 3.8 mile heat in eight minutes three seconds, which is at the rate of 28.32 miles per hour, a new record for competition. Baby Whale XIII entered by her builder, D. N. Kelley & Son of Fairhaven, Massachusetts, also Evinrude powered, ran the second heat of the same event in

eight minutes five seconds, or 28.21 miles per hour. Due to the fact that Julie Cute Craft failed to finish in the second heat Baby Whale XIII was the winner on points. Sixteen other outboard speedsters finished one or both heats of the Class C Free For All and as the speed of the slowest boat was 21.68 miles per hour, an idea will be had as to how fast the going was and of the closeness of the competition. A complete summary of this event will be found on pages 96 and 98.

In the Class B Free For All race, a new American Power Boat Association record was also established. This time Cutey Cute Craft, built by A. T. Buffington, driven by Charles Cooper and powered with a class B Johnson motor went the 3.8 mile course in nine minutes seven seconds, which is at the rate of 25.01 miles per hour, the fastest that a Class B boat had ever been driven in a sanctioned race event.

As in the Class C events, the competition in Class B was particularly keen. Twenty-two craft finished at least one heat and most of them completed both. The slowest time made by any boat in Class B Free For All was 18.87 miles per hour.

In the Class B and Class C (Continued on page 98)



Miss Spitfire V. 151 inch hydroplane owned by J. H. Rand, Jr., of Buffalo, N. Y.

Thomas Fleming Day

SAILS ON LAST CRUISE

*Noted Yachtsman, Writer and Editor,
Succumbs After Several Years of Ill
Health and Relinquishes the Tiller*

CAPTAIN THOMAS FLEMING DAY, known and beloved by all yachtsmen, particularly those of the old school of sailing, died at his home in New York on August 19. Captain Day was always an ardent and enthusiastic small boat navigator, and won considerable fame and renown by several exploits which still stand as remarkable achievements to this day.

Captain Day is the man who in 1911, with a crew of two, navigated the 25-foot yawl Sea Bird across the Atlantic.

The following year he repeated this exploit by sailing the 35-foot Scripps powered motor boat Detroit from New York to Queenstown. This voyage occupied 21 days, and was one of the most strenuous experiences to which a motor boat had ever been subjected. The problem of carrying sufficient fuel to drive the heavy boat entirely across the Atlantic was a difficult one, and when the boat started out, it was deeply laden with all tanks full. The crew was cramped for space, and rough weather was the rule for the entire trip. In fact when they arrived on the other side they were scarcely able to walk on account of the hardships suffered during the passage.

The earlier passage in the little yawl Sea Bird was undertaken as the outcome of a proposed race from New York to Rome. Valuable prizes and purses were offered for this contest, and much enthusiasm was aroused at the time. On the day of the race, however, none of the entrants appeared, and all withdrew with the exception of Captain Day. His was the smallest boat, and he was determined to make the passage, prize or no prize. The two members of his crew were Fred B. Thurber and Theodore R. Goodwin. This party made the passage in 22 days, and were awarded the prize for their effort.

Captain Day was born in England in March, 1861, and came to the United States with his parents as a child. The family lived in New Rochelle where the boy spent much of his time at the waterfront and acquired a love for the water and great ability and experience in boat handling. He later served at sea on sailing craft, and secured mate's papers. His main interest was always the

small boats, and he did much to foster yacht racing and deep water racing, and was always ready to enter any contest of this kind. He was largely responsible for organizing the several races from New York to Bermuda, and made this trip several times in both sail and motor boats. During the period from 1890 to 1916, he was associated with the magazine *The Rudder*, and was for many years Editor of that publication. He also wrote many books on yachts and small boat handling, confining himself particularly to the sail boat field. He was considered an authority on all subjects of this kind.

More recently as his age began to interfere somewhat with his activities afloat, he operated a motor boat and supply shop in New York City, where he carried every conceivable device for use on small boats. Many yachtsmen regularly visited his establishment and secured their outfitting gear from him.

In recognition of his many famous achievements and his efforts to promote yachting, honorary memberships in many yacht clubs were showered on him. In fact, he was honored by so many clubs, that it was difficult for him to keep track of them and there is no doubt at all but that

Captain Day was numbered among the membership of more yacht clubs than any other single individual. His loss will be keenly felt by the sport, as he still took an active and interesting part in many yachting activities.



Captain Thomas Fleming Day in a relatively recent picture, taken on board a vessel on which he was cruising

Rambles

Second Article of a Series
Covering Interesting Side
Trips on Inland Waters

in

FLORIDA WATERS

*Continuing from Jupiter Inlet
to the Saint Lucie River*

By Clarence E. Bosworth

WE were all on deck at five in the morning and quickly overboard for a swim as a prelude to ham, eggs, coffee and a mountain of whole wheat toast.

While Ed operated the galley, the rest of us stowed away sleeping gear and turned up a few grease cups before we swabbed down decks and cockpit. This year we have hit upon a new stunt to keep the boat looking right. We carry a can of mahogany varnish and another of white enamel with tight covers and brushes hung in each. At any convenient time, we rub any scarred spots with sandpaper and then give a dab of paint or varnish to the spot. No matter how carefully a boat is treated, scars appear. We fixed up a couple of spots the night before and found them perfectly covered by morning. With luck, we expect to return from the trip without having the boat look as though it had gone through a young war.

Also, we have a new stunt on butter. Our experience with fresh butter has been that it is messy and good butter is not always obtainable in small ports. Therefore, we have resorted to canned butter. My introduction to tinned butter came by way of Sir Ernest Shackleton. When I went aboard the *Aurora* with him in Wellington Harbor, N. Z., the day after he got in from the Antarctic, he opened a can of butter which had been on board three years and it was as fresh, sweet and delicately flavored as when first packed. Now we use canned butter. Next season we are going to try to get some of the whole, fresh milk as they pack it in Holland.

At seven, we stepped on the starter and the *Kermath* sent its ripples through the exhaust as merrily as you please and we rounded the point below the lighthouse and squared away for the run up the Indian River.

As a matter of fact, this stretch of the Inland Waterway between Jupiter River and Sewall's Point isn't the Indian River



These people along Hobe Sound certainly know how to enjoy Florida. Nearly every home has its own boat and dock



Ed gets his picture taken with my fish. A tarpon, 135 pounds. Bait, live Mullet, landed in two hours and a quarter. One of the three taken while we were at Sewalls Point

at all. Properly, it is Jupiter Sound followed by Hobe Sound and then South Jupiter Narrows, Peck Lake and Jupiter Narrows. The Indian River lies beyond the mouth of the Saint Lucie River at Sewall's Point when the real estate boom was on, properties along the Indian River had a special attraction because of the fame of the river and the real estate men called the waters between Sewall's Point and the Jupiter by the better known name and it has gotten to be more or less the custom.

Be that as it may, we swung into it and drifted along while they opened the draw for us. Opening these old-style draws is a tough job and we always felt sorry for the man who had to chase himself at the end of a pole in an endless journey to let us through. The channel on the other side of the draw is well-defined but rather narrow with banking shoals on the East side of it. We got too far over and dragged a little three or four times in quick succession but fortunately, didn't get hung up. Charlie remarked, "Now I know what MEAN low water indicates."

When we got into Hobe Sound we felt better because we have a channel of good width and about ten-foot depth. We opened her up and swished along in what we call Matthews style. Looking across the Ocean Boulevard we saw water spouting high into the air and a whole flock of automobiles parked near the fountain.

Ed allowed that we should go over and see the Spouting Rocks so we pulled up to the edge of the channel, threw over the anchor and climbed into the canoe to go ashore. We found a likely looking spot, scrambled through a mangrove tangle, then into jungle growth of sea-grape and creepers and finally into the palmettoes through which we pushed our way to the Boulevard.

These spouting Rocks are a most interesting phenomenon. They happen to be the only spouting rocks on the North American Coast south of Newport. At high tide and with the breakers even only moderately active, the water rushes into the caves under the rocks, whacks

Where the Saint Lucie enters the Sea. Photo taken from just above the wharf at Sewalls Point



against which a long, to display terested
The r glomera in which imbedde To a ge understa be the looking formation tinctly
In th streaks stalacite lime water needle p with th to break blow wi Science these ro water. I don't, teresting happene Down of Flori rest upon tion after sand is such as found al of broke the dept How cated by coast. cause th Jupiter tion per In yes side. N



Where Rip Van Winkle did his sleeping. The Florida home of Joseph Jefferson

against the solid barrier and spouts up through the holes which are from eighteen inches wide and three feet long, to little orifices a few inches in diameter. The display is often quite spectacular but the formation interested us quite as much as the display.

The rock is what we know as coquina and is a conglomerate of cemented shell fragments and quartz sand in which even the axial pillars of conch shells are firmly imbedded. We found them as much as a foot long. To a geologist, the formation is probably easily enough understandable but to the casual observer it looks to be the result of tremendous heat. I have seen similar looking formations in volcano craters but these coquina formations are from the pleistocene period and are distinctly glacial so the impression of heat is all wrong.

In this group there are numerous vertical, tubelike streaks of crystalline calcite. These end in minute stalactites which indicate the trickling and dripping of limewater through passages between sand grains. These needle points look as though they could be broken off with the fingers and we all got vicious little cuts trying to break them. To cause any kind of a fracture, a sharp blow with another rock or metal hammer is required. Science says that much of the hardening process of these rocks took place after they were lifted above the water. Probably Science knows what it is talking about. I don't, other than in a vague sort of way but it is interesting, nevertheless, to speculate upon how it all happened.

Down underneath, along the entire lower East Coast of Florida is a shelf of coral rock for the coquina to rest upon so Florida probably has a pretty solid foundation after all. Along here by Hobe Sound much quartz sand is washed up and occasionally, after a big storm such as the hurricane of 1926, large coral boulders are found along the beach in the neighborhood of great piles of broken and polished shells which have come out of the depths.

How young this part of the world is, is further indicated by the changes which are taking place along the coast. It is almost impossible to keep inlets open because the East Coast is being built up constantly. Take Jupiter Inlet for instance. This inlet closes to navigation periodically.

In years past, they dredged the opening on the south side. Now they make the openings to the north and

the channels gradually shift southward until they close up again. By dredging on the north side, the channel is kept navigable for a much longer time but before going out through any of them, it is well to ask somebody in the neighborhood whether the channel is where it was the last time you used it. You'll probably find it somewhere else.

Along this section of the Inland Waterway is another interesting evidence of the comparatively recent changes in topography. A high sand (Continued on page 134)



Bill hauls a seven and a half pound grouper aboard



One of ten thousand garden spots of Polynesia. Christmas Island is a coral atoll with snow-white beach sand

A Modern Motor ADVENTURE Ship

The Conversion of a Schooner Into a Diesel Engined Auxliary Leads to a Voyage of Exploration to Strange and Rarely Visited Island

By Tom White

THE long, eager bows of Kaimiloa are again pointing into the South, her course laid for the magic islands lying under the Southern Cross and in the general direction of the Antipodes.

The big four-masted, Diesel-equipped schooner is right at home in the South Seas. For more than twenty years before she was fitted with twin propellers she had been poking her nose into such harbors as Papeete in the Society Group, Tutuila in the Samoan Islands, Suva in the Fijis, bringing in clothing and coal oil, tobacco and tools, sugar and soap, and taking out under tightly battened hatches, cargo after cargo of copra. Kaimiloa didn't always visit the better known ports, by any means; she often had to sail far off the beaten track to some palm-crested atoll where she would stop long enough to get aboard some fresh fruit and a few tons of copra, then make sail for her next port of call.

This chapter of her history, during which she was known as Luzon, took place during the latter days of that palmy era in shipping circles often spoken of as the glorious days of sail. But the inevitable happened: the day came when she was crowded off deep water by

the hulking big steamers. Taking in her white wings, she retreated into the shelter of Sausalito harbor, across the bay from San Francisco and just inside The Heads. Here she found herself in congenial company and among sisters equally disdainful of the new order of things. There was the four-masted bark John Ena, the five-masted schooner George E. Billings, the four-masted schooner La Vidette, the four-masted barkentine La Hind, the ex-German ship Hans, displaying with great pride her picturesque row of painted ports.

With her noble sisters, she swung at anchor until the summer of 1924, when the miracle occurred. Attracted by her graceful lines and knowing her to be built of stout and sturdy timbers and possessed of good, honest sailing qualities, she was bought by Medford R. Kellum, world-traveler and all around sportsman. To make a long story short, he recreated her to the point where she outshone herself, even to the day when she first took to the water.

First he changed her name. Kellum knew her for an adventure ship, and he further knew she was destined to encounter a lot more adventuring, so he rechristened

her Kaimiloa. In the liquid syllables of the Hawaiian tongue this means, long search, but is loosely interpreted, explorer. He then had her overhauled aloft and alow, and refitted and altered to meet every possible demand, including every convenience and a great many luxuries. While Kaimiloa's owner is never urged by the demands of time, he nevertheless realized that the doldrums have to be negotiated somehow, and narrow entrances into coral lagoons are only possible with the aid of auxiliary power, so the big four-master was equipped with Diesel engines.

Then, when everything had been made right, tight

and shipshape, the last of the stores had come aboard, and the towboat had cast off, Kaimiloa fared forth into the blue Pacific, her ensign and number whipping from the signal halliards. She was outward-bound in search of far shores, the farther the better!

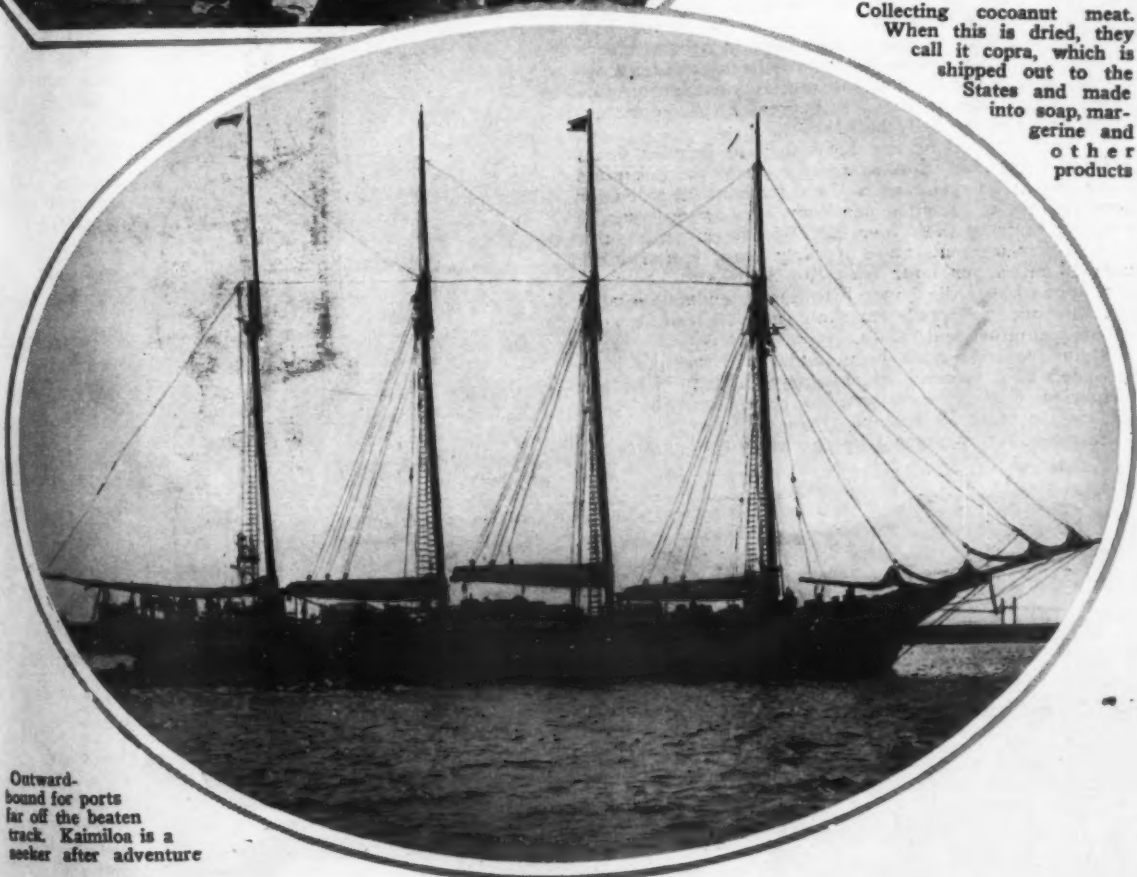
And she found plenty of them—a long way off the itinerary of the most obliging tourist agency. Sophisticated travelers love to tell us there isn't any more langorous South Sea atmosphere, that the Polynesian maidens simply don't dance these days—besides, they're all half-castes—and that it's all pretty ordinary nowa-days down in the domain of the lazy latitudes. That

may be so, in the tourist infested centers where a taste of civilization has lured a handful of the natives away from their accustomed haunts and habits. On some of the inhabited islands, however, the face of a white man is indeed a rare sight, but a number of the more important groups are visited once a year—frequently the traders slip in every six months or so with their schooners.

Many of the islands of Polynesia are coral atolls, shaped much like a broken ring, and through this break the tides eddy and swirl between the lagoon and the open sea. It was on Thanksgiving Day, 1925, when Kaimiloa bucked a stiff four-knot current and passed into the seclusion of the palm-fringed lagoon of Fanning Island. Vessels seldom anchor outside any coral atoll; there's too much water. While the native Gilbertese were busy scraping and painting Kaimiloa, the scientists from the Bishop Museum who had

(Continued on page 138)

Collecting cocoanut meat. When this is dried, they call it copra, which is shipped out to the States and made into soap, margarine and other products



Outward-bound for ports far off the beaten track. Kaimiloa is a seeker after adventure

New 1928 Outboard Speedster

*Elto Outboard Motor Company Announce
a Remarkable New High Speed Engine De-
livering an Abundance of Speed and Power*

FOR many months rumors have been circulating throughout the marine and sporting goods trade and among outboard motor users to the effect that Elto might enter the speed outboard market. The extent to which these rumors have spread and the discussion they have caused are excellent indications of the tremendous interest which will meet the announcement just made by the Elto Outboard Motor Company.

The new model just announced will be known as the Super Elto Speedster. It will not replace the present model, which is to be continued without change for 1928 and which will be known as the Super Elto Service Twin.

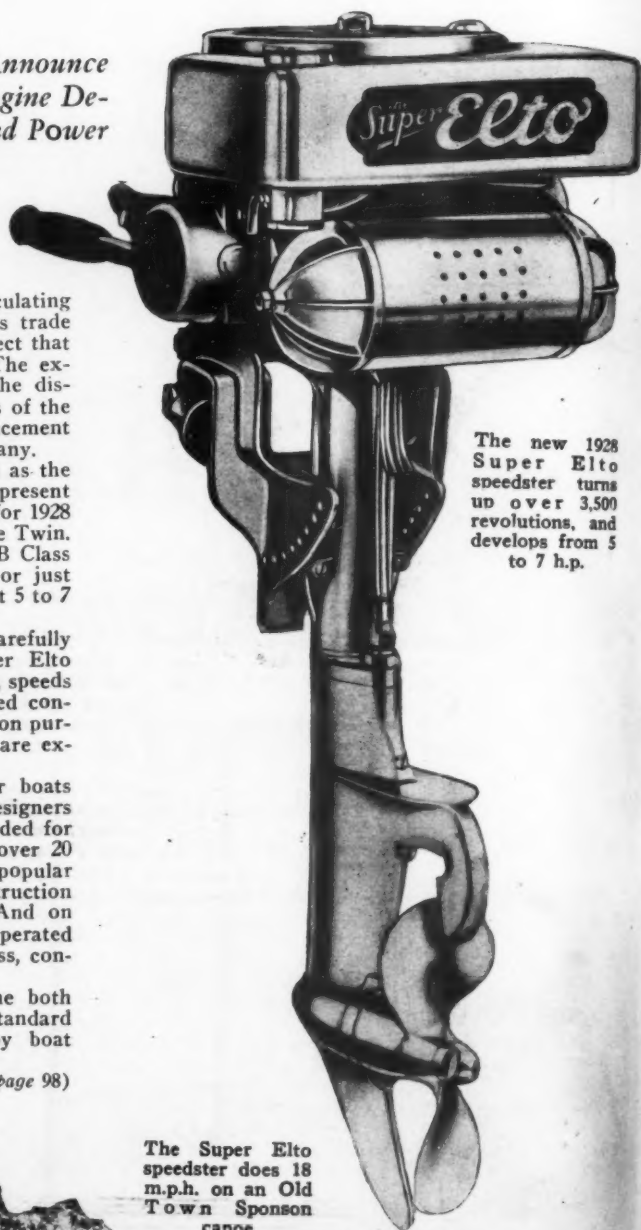
The Super Elto Speedster will compete in the B Class as the piston displacement is 19.6 cubic inches or just within the limit for this racing class. It is rated at 5 to 7 horsepower.

In tests over an accurately surveyed and carefully checked course with stock models of the Super Elto Speedster and with an operator of medium weight, speeds of more than 25 miles an hour have been attained consistently with step-planes of substantial construction purchased in the open market. Still greater speeds are expected on light, specially built boats.

The performance of the Speedster on heavier boats has been surprising in many cases even to the designers of the boats. In one case, a V-bottom boat intended for speeds of about 16 miles per hour was driven over 20 miles per hour by the Super Elto Speedster. A popular make of displacement canoe of fairly heavy construction made 18 miles per hour with the Speedster. And on every type of boat the Super Elto Speedster has operated with amazing speed and remarkable responsiveness, convenience, comfort and safety.

Exhaustive tests have been made to determine both the speed and stamina of this new model. Standard production models were sent to several nearby boat builders for tests on various types of boats.

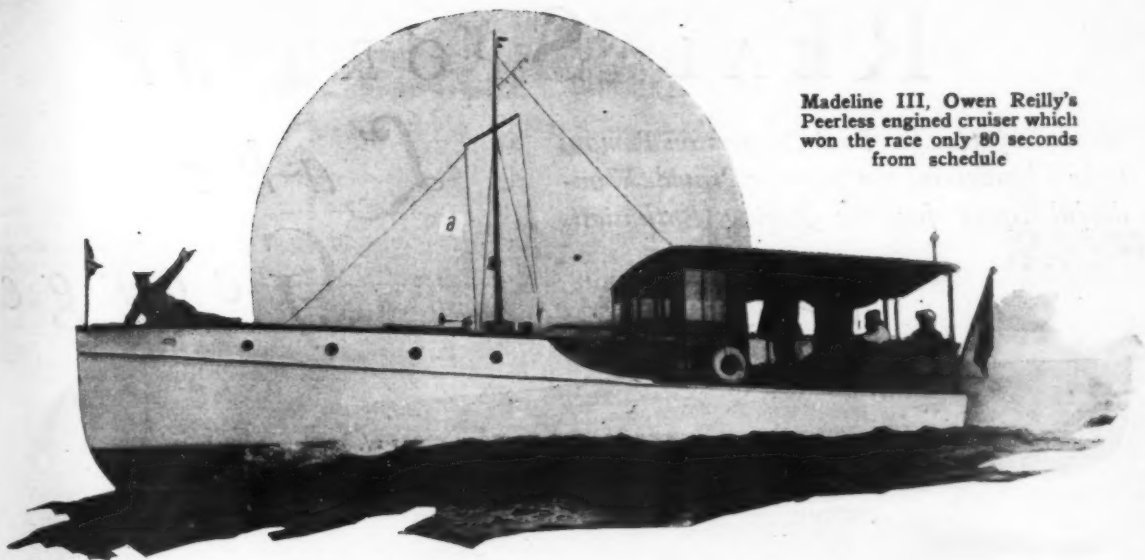
The speedster averages 3500 (Continued on page 98)



The new 1928 Super Elto speedster turns up over 3,500 revolutions, and develops from 5 to 7 h.p.

The Super Elto speedster does 18 m.p.h. on an Old Town Sponson canoe





Madeline III, Owen Reilly's Peerless engined cruiser which won the race only 80 seconds from schedule

Cruisers Race on Ocean

*Annual Deep Sea Race of the Sheepshead Bay Yacht Club
Bring Out a Large Fleet of Cruisers Which Perform Well*

ONE of the classic cruising motor boat races held each year in the east, is the Annual Ocean Race of the Sheepshead Bay Yacht Club. This contest was first run some sixteen years ago at the Tamaqua Yacht club, and was conducted for many years by this club. More recently the Sheepshead Bay Yacht Club has handled this race, and the one held on September 11 was the third under this club's management.

In contrast to races which were run earlier in the summer under the measurement rule of the American Power Boat Association, this race with ten starters was one of

the best patronized of any run this season. Other races had from three to six or seven starters, and in view of this, the measurement rule was discarded by the race committee, and the new Past Performance rules used exclusively. These rules, as is now well known, provide a system of handicapping which is based on the past established speed of the boats. Methods are provided for arranging the time allowances, and those boats which race for the first time under a temporary rating certificate are penalized at the rate of five per cent of the time required for the course if they exceed the scheduled time or speed stated for the course.

It happens that only three of the contestants went faster than they should have and suffered a penalty. The others finished quite closely to the computed finish time, while a few had understated their speed and fell far behind on this account. The delay on the part of one boat can be accounted for by the absence of charts which made it necessary for the Captain to tarry until another boat came along to show the way around the course.

As usual the Sheepshead Bay Yacht Club had made this event a gala day, and had invited the captains and crews as well (Continued on page 162)



Ducky, a smart cruiser owned by C. L. Langlotz and powered with a six cylinder Kermath, won second place

Helen, a Continental Van-Blerck powered Fleetwing cruiser, owned by R. H. Simon, wins third place



REAL SPORT at

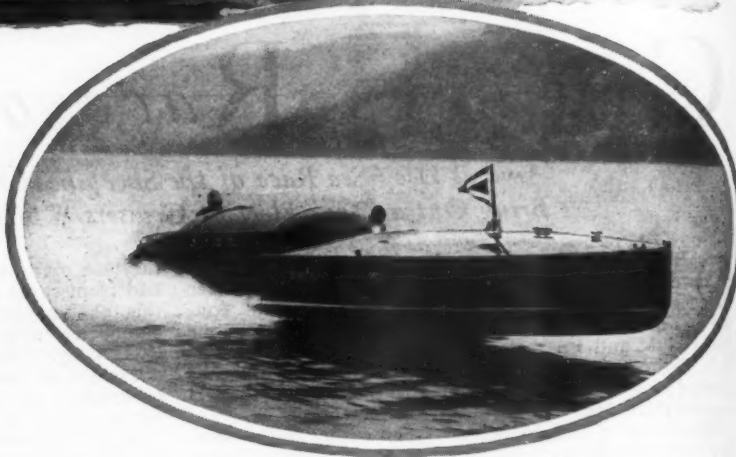
Many Regattas for Boat Owners on Famous Lake Throughout the Summer Provide Wonderful Sport for the Racing Enthusiasts

Lake George



El Legarto, the 1925 champion, owned by George Reis of Bolton. She is powered with a 200 h.p. Peerless engine, and does 50 miles

Falcon V, the 1927 champion, is fastest on Lake George. She was designed by John L. Hacker for Jonathan Moore, and is able to do 62 miles



By Gordon P. Manning

LAKE GEORGE is probably the scene of more speed boat races in a summer than any other spot of its size in America.

And yet I wonder how many people know that here is the home of many of our country's fastest boats? I wonder if they know of the brilliant regattas and speed boat races that are held here all through the summer? I wonder if many of them know of the enchanting beauty of this spot? If they don't know of these things, it is time that they did; for Lake George is the motor boatman's ideal waterway.

Let's take one regatta this summer as an example of what is going on all season. Get this picture, first of all. Clear blue skies above with dark black mountains pushing up into the blue. Glance down this circle of cliffs and nestling in the midst you have the crystal lake. Every motion of a boat on its surface and a thousand jeweled chips fly off in the sunlight. This is Lake George.

On regatta days, crafts from all over the 40 miles of lake turn their bows toward the attraction. Rowboats and canoes come. And if you've never seen a hand-made birchbark canoe, here's where you'll see one. Outboards of all descriptions come churning in. There are perhaps 150 or 200 of these sprinkled about the lake. Practically every family with a cottage here has its motor boat. Usually the good old family type which are long on utility. The kind you can take on a picnic to the islands without fear that the sides will be scratched while she is tied to the rocks. Just boats that the whole family can run anywhere and anytime. Then come the stock mahogany runabouts which are becoming more and more

popular. There are an untold number of these varying in speed from 20 to 45 m.p.h. which seem to come from everywhere on regatta days. And then come the boats above 45 m.p.h. which we might call the racing boats. They are here with speeds of 60 m.p.h. and better. To those of you who have never seen a race at this speed all I can say is—you are in for a thrill. And you can see it here about once a week. A displacement boat running at a mile a minute is a beautiful sight. Today is a regatta day and that's just what is going to happen.

The flag has gone down. The first race is about to begin. It is a handicap race for boats over 30 m.p.h. It draws a dozen starters. Each one has a given time on which he must start. Here is one boat that has crossed the line too soon making a hairpin turn to get back and start again. Now he's off. They're all off. Fifteen minutes later they are coming down the home stretch, all abreast, it seems. One boat flashes ahead from behind, hangs there a moment, and another sleek mahogany hull slides ahead of it and the flag goes down. The first heat is over.

The outboards come along. There are hydroplanes, sea sleds, prams, flat bottom rowboats and canoes in this race. Eight starters come up. A loud drone is all we hear, like a battery of aircraft. They are off. The hydroplanes push to the lead as they string out around the 2½ mile course. Here they come, leaping ahead in short jumps as they hit the wash of passing boats. One racer hits the wave at an angle and with a cloud of spray he goes over. On come the rest and roar across the line. Bath Tub owned by George Reis of Bolton has clocked out a speed of 20.32 m.p.h. and wins. (Con. on p. 144)

The standardized 36 foot Gray cruiser is furnished to the owner completely equipped in every particular

The Perfect Thirty-Six

*Attractive Cruisers
Built by Gray Boats
in Maine
Arouse Favorable Comment
Wherever They Are Seen*

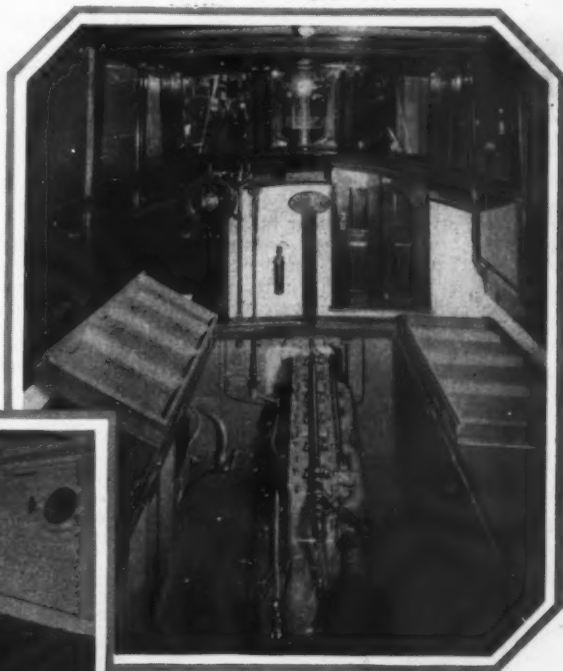
Photographs by M. Rosenfeld
and A. J. Eason

ONE of the ablest small cruisers which are built today under production methods, is the 36-foot Gray cruiser built by Gray Boats at Thomaston, Maine. This state has long borne a remarkable reputation for fine boat work, and the cruisers built by this company uphold this repute. These special Gray 36-footers have been designed to fulfill the requirements of the type of yachtsmen who enjoys comfortable day cruising, and at the same time requires all of the usual accommodations of the cruiser. Naturally, such items as a fully equipped galley, comfortable sleeping accommodations for a reasonable number of people, locker spaces, ample lavatory spaces, an abundance of fuel in large tanks, and a large water capacity make the boat a most suitable cruiser. All of these features have been emphasized in this boat. She has in the forward portion of the cockpit built-in seats which are sufficiently high to permit an unobstructed view forward at all times. An abundance of room is available in the main cockpit, and this entire space is well sheltered from spray and rough

water by a glass enclosure across the front and partially down both sides. This arrangement is the typical one, and is sufficiently elastic so that it may be varied as necessary to meet special requirements of individuals.

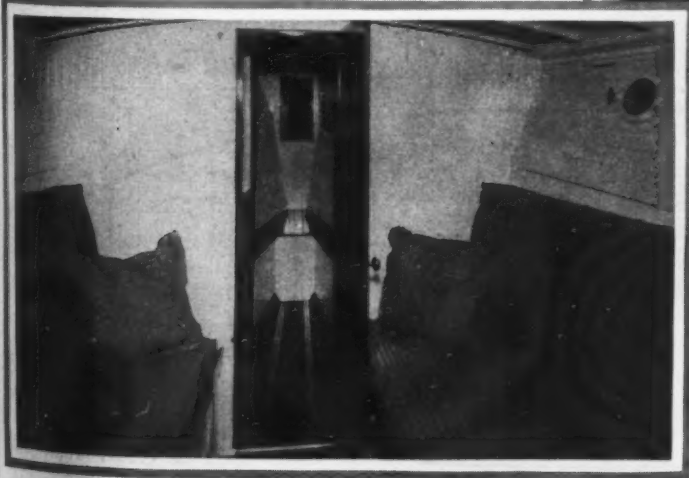
The entire construction of the hull is very substantial in all its particulars, and no material or effort is spared in order to make the hulls first class in every respect. They are powered with a Scripps model G-6, six cylinder engine which has a bore and stroke of $4\frac{3}{4}$ by $5\frac{3}{4}$ inches. This engine develops about 100 h.p., and has ample

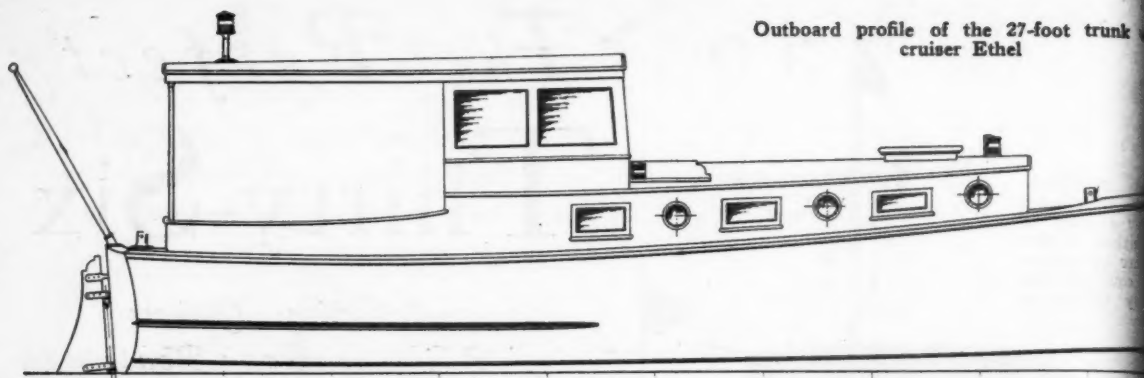
(Continued on page 164)



The cabin interior is arranged in a conventional way, with the usual berths both upper and lower on each side, and a separate toilet compartment in the bow

The G-6, 100 h.p. Scripps engine is located under the cockpit floor and is most accessible when the hatch covers are raised. This engine is able to drive this heavy boat, 15 m.p.h.





ETHEL,

A 27-Foot Trunk Cabin Cruiser

*A Complete Design, Specifications, and General Instructions
Ready to Be Turned Over to a Boat Builder for Construction*

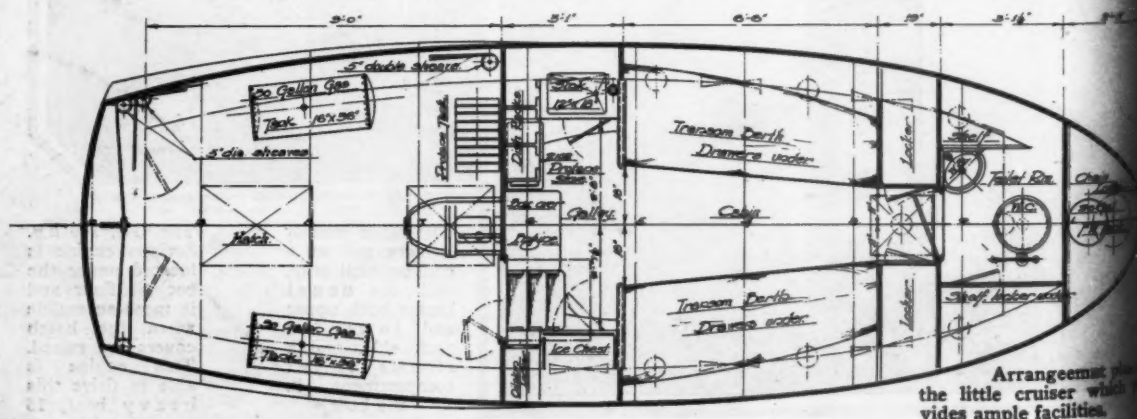
Designed Especially for MoToR BoatinG

By Chester A. Nedwidek

MOST of the previous designs in MoToR BoatinG's design series, have been for boats of such types as would be easy for amateur builders to construct. In fact, some have been so simple that a novice at boat building could undertake their construction quite readily. The design for the cruiser Ethel is approaching the class of work which will require a pretty experienced amateur builder with a good shop, or a professional builder to construct. It is not recommended that amateur builders without previous experience at boat building attempt to build this cruiser, for they will find its construction more difficult than their experience and facilities will allow. For those to whom this design appeals, it is suggested that the best thing for them to do, is to visit the nearest boat builder and secure an estimate on the cost of building the boat complete. While some would like to add a personal touch to the work, it can also be arranged to have the

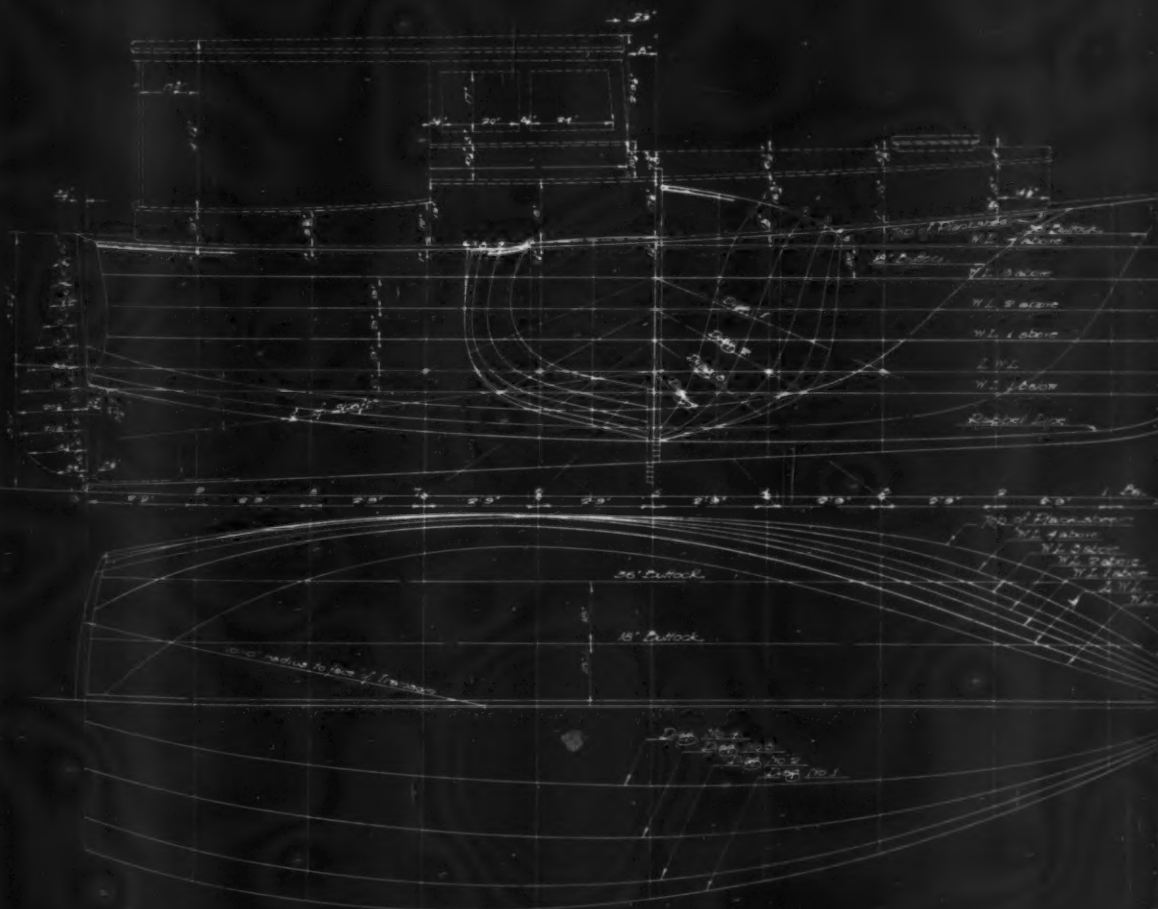
hull with the cabin set on the deck constructed by a builder. This will take care of the heaviest and most difficult work, and the remainder which will include installation of the engine, the fitting of the tanks, plating, joiner work, painting, varnishing, etc., which will provide ample occupation for the most enthusiastic amateur builder. Doing the work in this way will put all the work desired, in fact more than one realizes, while away winter evenings and week-ends.

A job like this is more than a one man job, so if you decide to build the boat yourself, make certain you will have plenty of willing help, otherwise you will find that you are still working on the boat next summer while the rest of the crowd is out enjoying themselves. The class of small boat builder who operates a workshop and works with a low overhead cost, will be glad to give a very fair price for building a boat of this type. The specifications as drawn (Continued on page 45)



Stations	0	1	2	3	4	5	6	7	8	9	10
<i>Heights above Base Line</i>											
Top of Flankstr	7.4.7	7.0.4	6.8.7	6.5.6	6.3.1	6.1.0	5.11.4	5.10.5	5.10.4	5.11.0	6.0.4
36" Buttock			5.9.4	3.4.0	2.4.4	2.1.2	2.1.1	2.2.4	2.5.4	2.10.0	3.6.0
18" Buttock		5.0.2	2.5.2	1.10.2	1.6.2	1.7.6	1.8.4	1.10.1	2.0.7	2.4.6	2.10.0
Rabbit Line		1.7.5	1.5.5	1.4.2	1.3.6	1.4.0	1.4.7	1.6.5	1.9.4	2.1.5	2.7.1
Keel Bottom	3.0.0	1.4.5	1.2.5	1.1.0	0.11.4	0.2.7	0.5.3	0.6.6	0.5.2	0.3.5	0.2.1
<i>Half Transverse</i>											
Top of Flankstr		2.6.4	3.7.0	4.1.5	4.4.6	4.6.2	4.6.1	4.5.0	4.2.1	3.8.4	3.0.3
WL 4 above		1.10.1	3.1.1	3.10.4	4.3.5	4.5.7					
WL 3 above		1.6.5	2.8.0	3.7.2	4.1.5	4.5.0	4.6.5	4.6.2	4.2.4	3.10.7	3.4.5
WL 2 above		1.4.1	2.5.4	3.4.6	4.0.1	4.4.6	4.6.6	4.6.6	4.4.6	4.0.2	3.5.4
WL 1 above		1.1.5	2.2.4	3.1.6	3.10.0	4.3.2	4.6.3	4.6.3	4.4.0	3.11.0	3.2.4
Load Water Line		0.11.0	1.10.2	2.2.6	3.6.6	4.0.5	4.2.4	4.3.0	3.11.4	3.4.0	2.0.7
WL 1 below		0.6.5	1.6.3	2.4.4	3.1.2	3.7.2	3.10.0	3.8.0	3.0.5	1.10.0	
Rabbit Line		0.1.6	0.1.6	0.1.6	0.1.6	0.1.6	0.1.6	0.1.6	0.1.6	0.1.6	0.1.6
<i>Diagrams</i>											
Diag 1		1.6.2	2.7.2	3.6.0	4.1.6	4.7.0	4.9.6	4.10.0	4.7.4	4.2.4	3.6.7
Diag 2		1.4.0	2.4.2	3.2.2	3.9.3	4.1.6	4.3.2	4.2.2	3.11.0	3.5.4	2.3.7
Diag 3		1.2.0	2.0.0	2.7.1	2.11.5	3.1.4	3.1.2	2.11.1	2.7.6	2.2.4	1.7.4
Diag 4		0.11.0	1.5.4	1.9.0	1.10.5	1.10.6	1.9.6	1.7.7	1.4.6	1.0.2	0.6.6

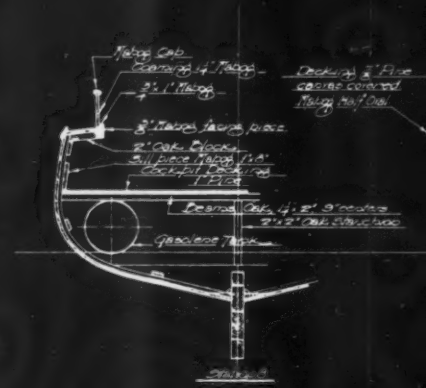
Note - All dimensions given in feet, inches and eights to outside of Flankstr.
 Diag No 1 intersects \oint 5'-3" above base and the load water line 5'-6" out from \oint .
 Diag No 2 intersects \oint 4'-6" above base and the load water line 2'-9" out from \oint .
 Diag No 3 intersects \oint 3'-9" above base and the base line 5'-6" out from \oint .
 Diag No 4 intersects \oint 3'-0" above base and the base line 2'-9" out from \oint .



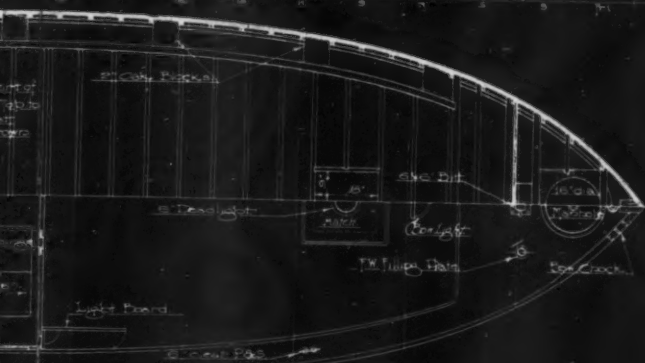
A 27 FOOT TRUNK

MOTOR BOATING

SCALE $\frac{1}{4}$ Inch = 1 ft.



ANK CABIN CRUISER



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SMALL MOTOR BOATS

Their Care, Construction and Equipment

A Monthly Prize Contest Conducted by Motor Boatmen

Questions Submitted for the December Prize Contest

1. Is a steel hull practical for a cruiser or large open boat and if so what are the advantages of this type construction?
(Submitted by W. B. M., Newburgh, N. Y.)

2. What are the factors deciding the choice of a galley stove among those of the coal, oil, gas and gasoline types?
(Submitted by A. F., Portsmouth, N. H.)

To Keep the Bilge Pump in Tune

Suggestions on The Installation and Care of Power Bilge Pumps to Insure Uninterrupted Service When Required

Answers to the Following Question Published in the August Issue

"What suggestions can you give regarding the installation, care and repair of power driven bilge pumps?"

Good Pumps in Many Styles

(The Prize-Winning Answer)

AS there are several types of power pumps used for bilge pumping it would seem best to give some description of their characteristics to enable those less familiar with the subject to gain a complete understanding of what they are and how they work, together with a knowledge of which types are best suited to the various conditions under which they must work.

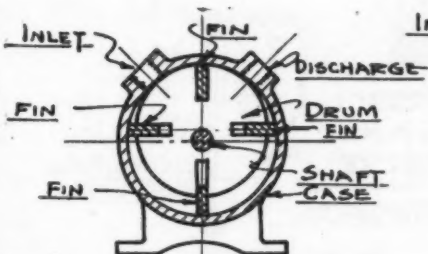
The plunger type pump is perhaps the one most used for bilge pumping. It consists of a plunger driven by an eccentric or crank, reciprocating in a barrel or cylinder. The plunger being drawn out of the cylinder when running creates a vacuum there-in drawing water through the inlet or suction check valve. The plunger then forces the water out through the discharge check valve on its return stroke.

Plunger pumps are not designed to operate at high speeds as there are a number of moving parts that would wear excessively permitting the parts to become loose and noisy in operation.

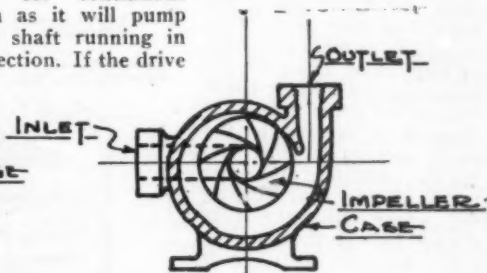
Plunger pumps are also subject to excessive wear and cylinder scoring where gritty, dirty water is allowed to be drawn in. The wearing of the plunger or barrel walls will effect the efficiency of the unit to a great extent. The commonest fault, however, is in the check valves as when a piece of trash, generally wood chips, is caught

in one of the check valves the pump will cease to discharge until the valve is opened and the article removed, allowing the valve to seat properly and act in its usual manner.

This type of pump is often driven from the propeller shaft, which cannot be done with other types as the shaft often revolves in opposite directions. The plunger pump does not require a drive shaft turning over in one direction for continuous operation as it will pump with the shaft running in either direction. If the drive



DRUM PUMP



CENTRIFUGAL PUMP.

SIMPLE FORMS OF PUMPS.

USED FOR BILGE PUMPING

Diagrams by H. S. which show the arrangement of the drum and centrifugal pumps

shaft runs at high speed the pump should be geared down in some satisfactory manner if longevity is desired.

The gear pump is becoming more popular every day

Rules for the Prize Contest

READERS are urged to consider the above questions for the December issue, and send answers to them to the Editor, *MoToR BoatinG*, 119 West 40th Street, New York, N. Y. Answers should be (a) in our hands on or before October 25, (b) about 600 words long, (c) written on one side of the paper only, (d) accompanied by the sender's names and addresses.

The names will be withheld and initials used.

QUESTIONS for the next contest must reach us on or before October 15. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

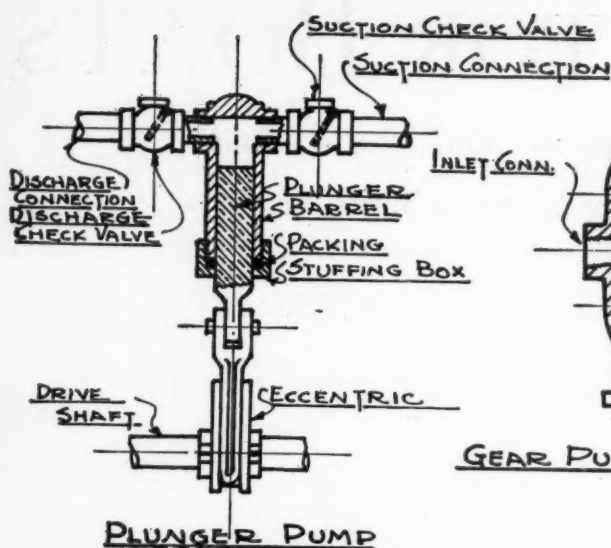
The prizes are: For each of the best answers to the questions above, any article or articles sold by an advertiser advertising in the current issue of *MoToR BoatinG* of which the advertised price

does not exceed \$25, or a credit of \$25 on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of *MoToR BoatinG* of which the advertised price does not exceed \$5, or a credit of \$5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.



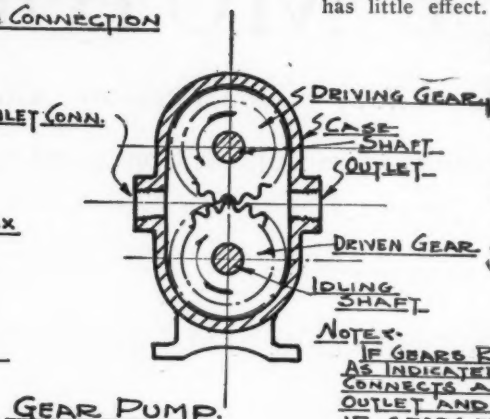
due I think to its ability to operate at high speeds coupled with its simplicity. Engine manufacturers are substituting it for the plunger pump, which was formerly used exclusively which speaks well of the unit. Being better for bilge pumping than other types is a matter of opinion. The pump itself consists of two gears, meshed, revolving in a tight fitting case, one of the gears being on the drive shaft (usually the upper gear), the remaining gear being driven by the former. The point of mesh is on line with the suction and discharge ports. When the gears revolve a vacuum is created in the small suction chamber and in the suction pipe, the teeth of the gear forcing the water out after it is drawn in. If the case or gears become worn from grit or dirt contained in the water it can be seen that only a partial suction can be created if any, therefore, it behooves the user to see that only clean water is allowed through the unit. If solid matter is drawn in there is also the possibility of the teeth stripping or the shaft snapping.

Another type of pump is the drum outfit which consists of an eccentrically mounted drum revolving in a close fitting case, the drum having one or more fins let into it which fly out by centrifugal force when the drum is revolved. The fins scrape the interior of the casing creating a vacuum there-in and scooping the water out through the discharge pipes after it is drawn in.

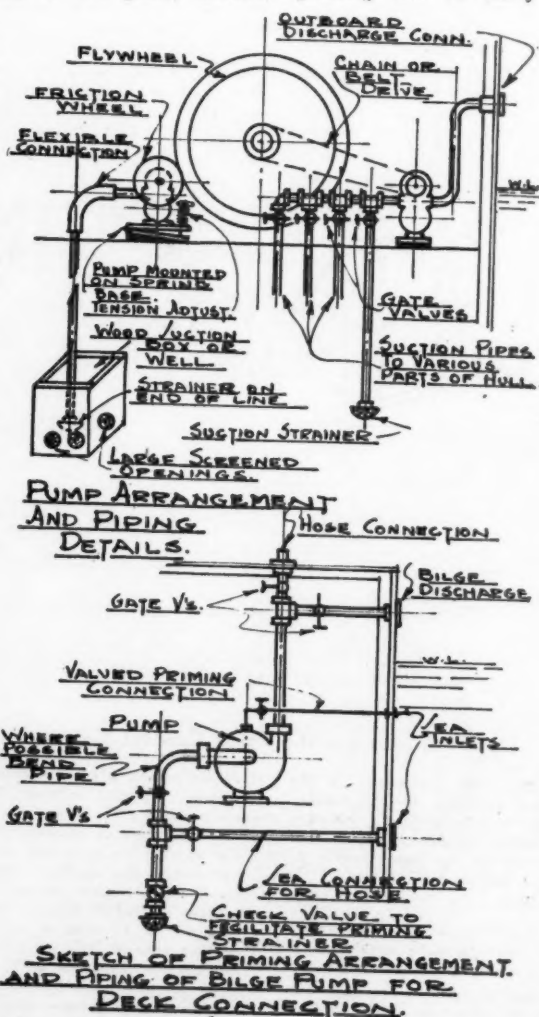
This type of pump is quite satisfactory for general use, but as in the case of the foregoing types, grit will soon wear the parts to a point where its efficiency will be greatly impaired.

The fourth type of pump is the centrifugal upon which gritty, dirty water has little effect. Its relative high cost makes its use prohibitive to a great many who would appreciate its advantages in this nature. The pump will also pass or discharge particles of semi or solid matter without damage to itself. A centrifugal pump must

H. S. also explains the plunger and gear types of pump



NOTE:
IF GEARS REVOLVE AS INDICATED BY ARROWS CONNECTIONS ARE AS SHOWN. IF GEARS TURN IN OPPOSITE DIRECTION.



Excellent piping suggestions by H. S. for bilge system

While on the subject of priming, it might be well to add that after any pump has been running for a short time and it does not discharge water, priming will generally overcome the fault except in the case of the plunger pump where the fault is usually to be found in the check valves as previously mentioned.

In these times of modern equipment few boats are not provided with electric systems for lights and other electrical apparatus, which has brought out the motor driven pumping unit. The motor is generally direct or geared to a gear type pump in small units. The current consumption of the motor is low but will quickly drain a small battery of accumulators. Before contemplating a motor driven unit be sure that your electric system has ample capacity to run the outfit for a considerable length of time.

Installation of the pump depends upon the location of the driving power. The pump may be driven from a shaft by gears, sprockets and chain, or direct, or may be driven by friction from the flywheel of the engine. Where there is an auxiliary power unit, such as a small engine driving an electric generator, it is not bad judgment to drive the bilge pump (Continued on page 154)

Driving An Electric Generator

A Useful Accessory Which Can Be Easily Added to a Boat's Equipment When Not So Equipped, Or Used to Supplement Present Installation

Answers to the Following Question Published in the August Issue

"Explain and illustrate how you would attach and drive a small generator for charging a battery and lighting a boat."

Driving An Auxiliary Generator

(The Prize-Winning Answer)

THE writer was, some time ago, confronted with this problem in an attempt to help out a friend, who was not familiar with low voltage electric systems. It was necessary to start at the bottom, first determining the size of the system which depends upon the number of lights or other energy consuming devices that were to be used, taking into consideration the average time that a certain amount of energy would be expended and the time in which the generator would have to recharge the storage battery or accumulator.

As for the installation of a generator—it would be worthless without other equipment and for this reason I believe it would not be amiss to go a little further and describe as briefly as possible how the size of the system was determined even though a very authoritative article was published in *MoToR Boating* in February, 1924, covering Cruiser Lighting by E. J. Stone of the Westinghouse Electric & Mfg. Company.

The system installed contemplated the use of several cabin lights together with the four running lights which were to be electrified. Each of these would consume approximately one ampere of current per hour. The smaller lights such as for instrument board and binnacle required slightly less than the cabin lights. Roughly, the entire consumption of current computed at one ampere of current per hour per bulb figured about ten amperes if all the lights were burning at one time but as this is rarely the case, we were safe in allowing for a consumption of eight amperes for a period of six hours making a total consumption or drain on the battery of 48 amperes per evening. From this we calculated that a generator of the automobile type would be sufficient for our needs, they having a charging capacity of a little over 10 amperes per hour when hot which would replenish our eighty ampere storage battery with about five hours running.

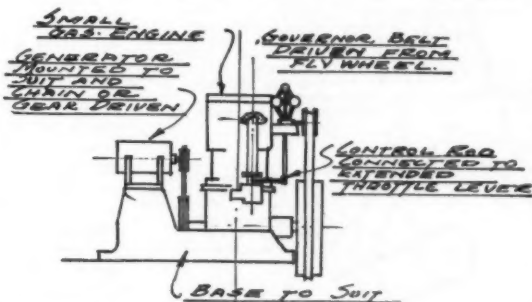
Using the above as a basis it will be possible to work out almost any size low voltage lighting system. If the ignition system is suitable it may be connected to the system. In any event it is recommended that you read carefully Mr. Stone's article on

the subject as it is full of constructive details.

All methods of driving the generator were considered which included direct, friction, gear, chain and belt, after looking over the power plant for possible drive connections. A friction drive was finally decided upon between the flywheel and generator.

Next it was necessary to determine the size wheel that would be required for the generator shaft. After

pouring through quite a number of technical books on hand we found the data necessary for this calculation. The diameter of the driven wheel is determined by multiplying the flywheel diameter by its revolutions per minute and dividing by the number of revolutions per minute the generator is to run. This enabled us to secure the rubber friction wheel which was bolted between two brass plates one of which had a boss through which the generator shaft was placed and fastened with a set screw. The rubber disc was purchased from a mill supply store and is known as a medium hard

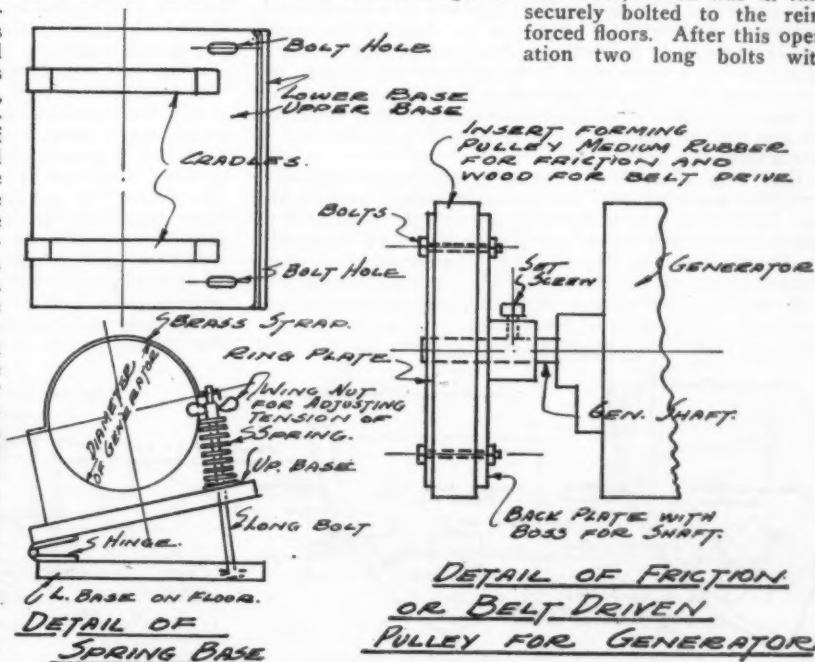


SMALL ENGINE DRIVEN GENERATOR WITH GOVERNOR

H. S. shows a convenient way of driving a generator with a small gas engine

rubber pump valve disc.

The base of the generator was made of hard wood. Two cradles cut to fit the body of the machine were securely fastened to this base, beneath which was fastened with two hinges another base, which was in turn securely bolted to the reinforced floors. After this operation two long bolts with



Details of pulleys and adjustable base for holding generator

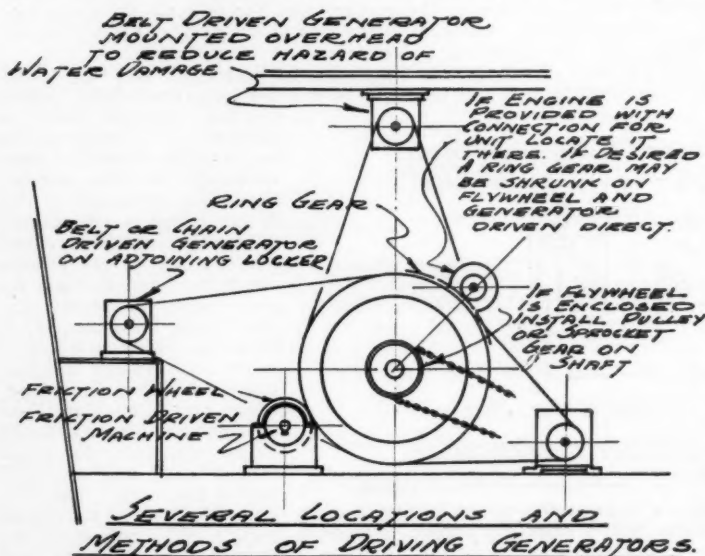
washers, springs and a wing nut were fitted in as shown in one of the sketches to provide a tension in order to prevent the wheel from slipping. With this type of base little trouble was had with the wheel slipping but we found that after some use the rubber wheels would wear down out of round, causing the generator to vibrate excessively. To overcome this we moved the generator away from the flywheel, replaced the rubber disc with one of wood and drove the machine with a belt. The outfit is still running fine, due I think to careful workmanship in manufacturing the various parts, giving due consideration to the strain that would be encountered.

Sail and house boats having no engine for propulsion often are equipped with electric systems, which depend upon an independent lighting plant engine driven. It

if the engine was left running the battery aboard the house boat was being replenished. The single battery being a necessity is apparent as in the evening when the tender was pressed into service the lights would be without current until the tender returned. This arrangement is shown in an accompanying sketch and may be duplicated at small expense considering the cost of an independent lighting unit.

I have never seen such an arrangement worked out but it occurs to me that it might be possible to rig up a generator for sailing craft having an outboard propeller or inboard water turbine either of which would cause the running of the generator when the craft were under way. Maybe some of MoToR Boating's readers have experimented along these lines and could give some good dope on such an arrangement.

H. S., New Orleans, La.



Several arrangements for driving a generator from engine fly wheel

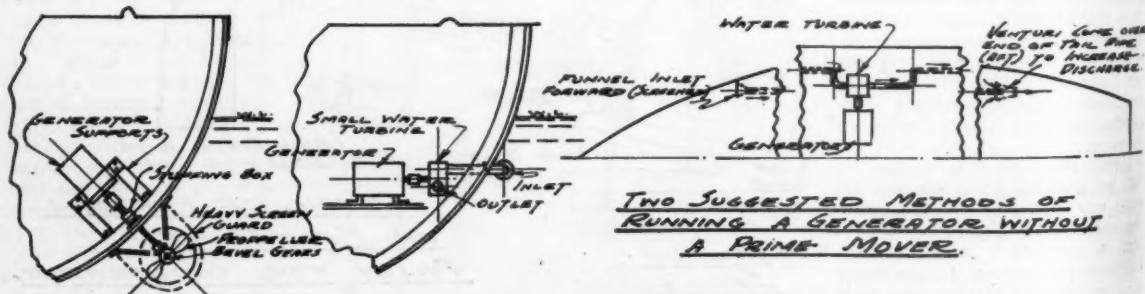
is possible to secure a small gasoline engine of the single cylinder motorcycle variety and connect it direct to a generator. If such an arrangement is contemplated, a governor should be employed to control the speed of the engine. It is hardly practical to attempt the construction of a governor, it being best to secure one from some old piece of apparatus and connect it to the flywheel or drive shaft, and connecting the control rod or arm to the throttle lever or to the spark control if the engine be two cycle.

One houseboat owner using considerable ingenuity provided electric lights for his craft from a single storage battery on board charging it from the generator of his power tender when the tender was tied alongside. In the tender were two additional batteries which were kept charged when the tender was on duty running to and fro from the larger craft. When the tender was alongside and the plug connection was made the two batteries were connected to the lighting circuit, and

can be used.

Most engines built in later years are equipped with built-in generators or provision made for attaching one. Starters are as common on marine engines today as on automobiles and the generator and battery supplied for starting will also furnish current for lighting the boat.

It is the older type engine designed without any provision for attaching and driving the generator that demands our attention in this article. When thinking of installing a generator, first look over the engine to determine where it can be located and how driven. In most cases the generator can be placed above the reverse gear and driven from a pulley attached to the shaft flange. Where the engine and gear are separate, place the pulley between them and the generator will operate whenever the engine is running. With a built-in reverse gear, locate the pulley on the propeller shaft flange only as a last resort. It may be possible to attach the driving pulley on the front end or sometimes there



Possibilities which are proposed by H. S. as a means of driving a generator using only the velocity of the boat as a driving medium

is a place on the pump shaft to which the pulley could be fastened. Here a split pulley would be convenient. With this method the generator will be in operation only when the propeller shaft is turning, but this will make but very little difference except when reversing. Then a ratchet or one way clutch on either pulley will prevent the generator from being driven backward. The short length of time that the engine is operated with the gear in neutral will have little or no effect on keeping the battery fully charged.

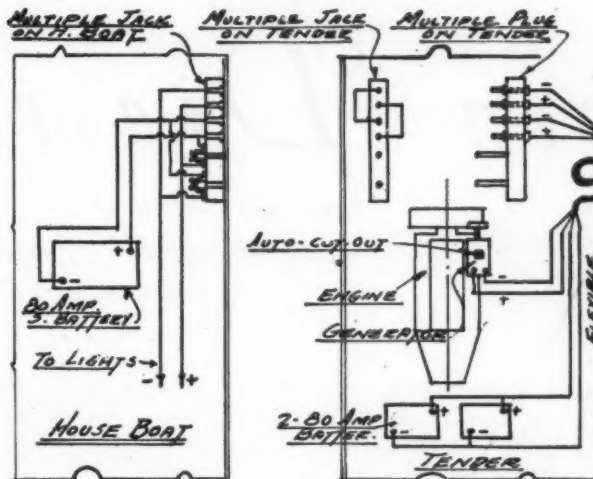
The V belt as used for driving the generator on some automobiles will make a very satisfactory drive for marine installation, or a silent chain drive can be used with equal results, barring installation and lubrication difficulties.

A flat belt will give satisfactory service but requires more space for the pulleys.

If you are looking for a generator, an automobile wrecker's shop is a good place to look. They have any amount of used generators that can be bought cheaply and often they are in good condition mechanically and electrically. Select the generator with the method of driving in mind and perhaps you can find the pulleys at the same shop.

Where it can be done, first get the driving pulley fastened to the engine shaft. Drill the pulley to check with the holes for the flange bolts, and using longer bolts through the flange coupling, fasten the pulley with them. Some engines have a short extension of the crankshaft for fitting a crank for starting and it may be possible to attach the pulley on this extension. A flat belt from the fly wheel will drive the generator too fast unless the generator pulley is fitted with a friction speed governor. The engine with reverse gear built in will probably be equipped with a generator or provision made for attaching. Consult the makers.

The average generator speed is one and one-half times engine speed and the output is controlled by a third brush in the generator or a regulator mounted close to it. With the friction drive the generator speed ranges between 1500 and 1800 r.p.m., and the output is regulated by a governor controlling the speed. The direction of rotation of the generator is usually indicated by an arrow on the casing but the direction of any generator that has been used a little can be determined by inspecting the commutator. The following edge of the segments will show blackened or slightly pitted owing to sparking. Often the brushes are slightly inclined in the direction of rotation and when turned



NOTES:
ELECTRIC SYSTEM INDEPENDENT OF TENDER STARTING AND LIGHTING SYSTEM WHEN TENDER IS ALONGSIDE CONNECTION IS MADE. THE H. BOAT'S LIGHTS THEN USING TWO BATTERIES IN TENDER. IF ENGINE IS LEFT RUNNING BATTERY ON H. BOAT WILL BE CHARGED PULLING OUT PLUG AUTOMATICALLY SWITCHES LIGHTS ON TO H. BOAT BATTERY.
WHEN TENDER UNDERWAY PLUG IS INSERTED IN TENDER JACK WHICH MAKES CONNECTION FOR REPLENISHING THE TWO BATTERIES.

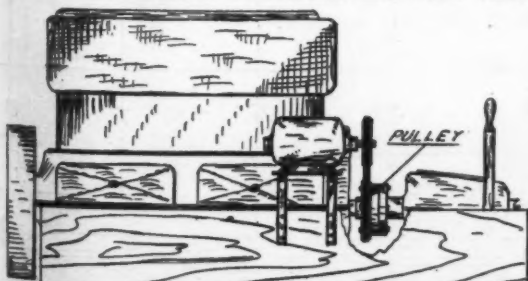
BATTERY AND GENERATOR SYSTEM FOR HOUSE BOAT WITHOUT INDEPENDENT ELECTRIC PLANT.

H. S. also shows an arrangement for charging a battery on a house boat from the generator in the tender

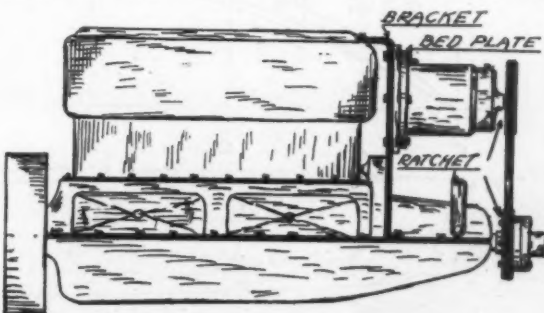
backward by hand will squeak slightly. All automobile engines are left hand and marine engines are mostly right hand.

Don't arrange to use a crossed belt if it can be avoided. Reverse the generator, placing it to one side as is found necessary. The construction of the generator will determine the method of fastening down. The generator having lugs at one end for bolting to a vertical surface should have a 3-16 or 1-4 inch plate set up at right angles to the engine shaft and the proper distance from the pulley for the belt to line up on the pulleys. With this manner of fastening, the generator base will probably have one round bolt hole and two slotted holes to allow adjusting the belt tension. If the base is not slotted, slot the bed plate for adjustment. Run the belt just tight enough to pull the load without shipping and the belt and the bearings will last longer. Support and stay the bed plate with 1-4 inch angle iron bolted to the engine foundation or held under bolts or cap screws on the engine. The horizontal base generator would be bolted to a horizontal plate inclined parallel to the engine shaft and supported by angle iron brackets, bolted to the engine foundation. Adjustment is provided by slotting all holding down bolt holes.

Practically all engines are designed differently and it would be impossible to more than offer suggestions in the installation and driving of a generator. The actual work of scheming out the installation will have to be done on the job with the aid of suggestions and a lot more head work. Find a place to attach the pulley, between the engine and gear. (Continued on page 158)



GENERATOR MOUNTED ALONGSIDE ENGINE.



GENERATOR MOUNTED ON ENGINE

W. B. M. shows two practical methods of mounting a generator on engines not so equipped

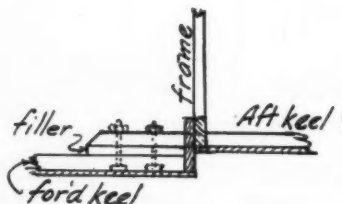
Green Diamond

A Fast Outboard

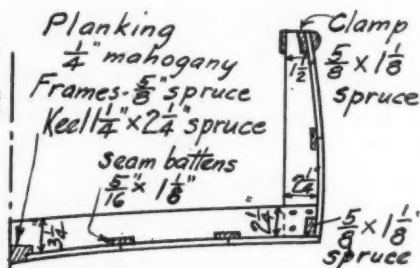
By George Gingras

THE fast little outboard, Green Diamond, is as speedy a design for boats of this type as have appeared anywhere. This little boat was designed by George Gingras of Rockledge, Fla., who has built quite a number of them, and they have all performed remarkably well in competition with other fast boats. The lines of the hull have been reproduced, and the information given is sufficient to allow the frames to be prepared and assembled as called for on the drawings. These frames must all be rigidly mounted on a base, and the planking which goes over them must also be carefully done, since there is no caulking provided for in the joints. Planking which is only $\frac{3}{8}$ of an inch thick, is entirely too light for caulking. Specifications which follow will give particulars concerning the size and weight of practically all of the parts of the boat, and we might add that Mr. Gingras is prepared to furnish full size patterns of the stem, stern and main frames of Green Diamond. Readers who are interested can

Lines and Specifications for a Speedy Little Hull Which Has Performed Well In Competition in Fast Company



STEP DETAIL



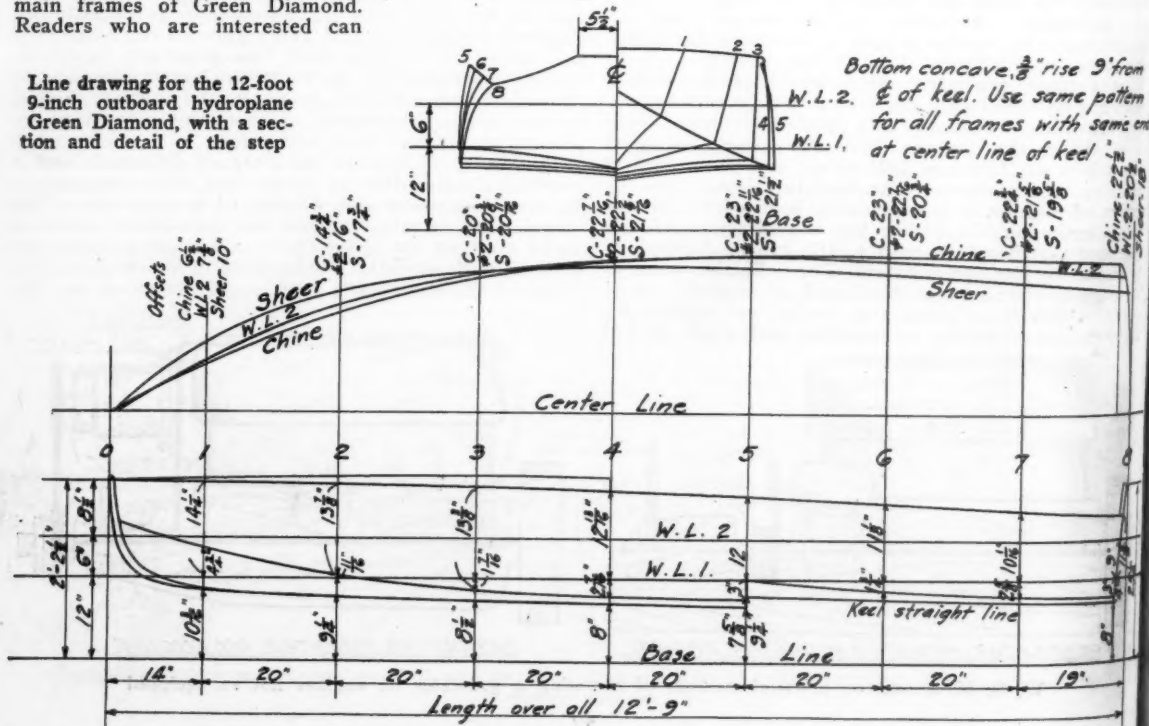
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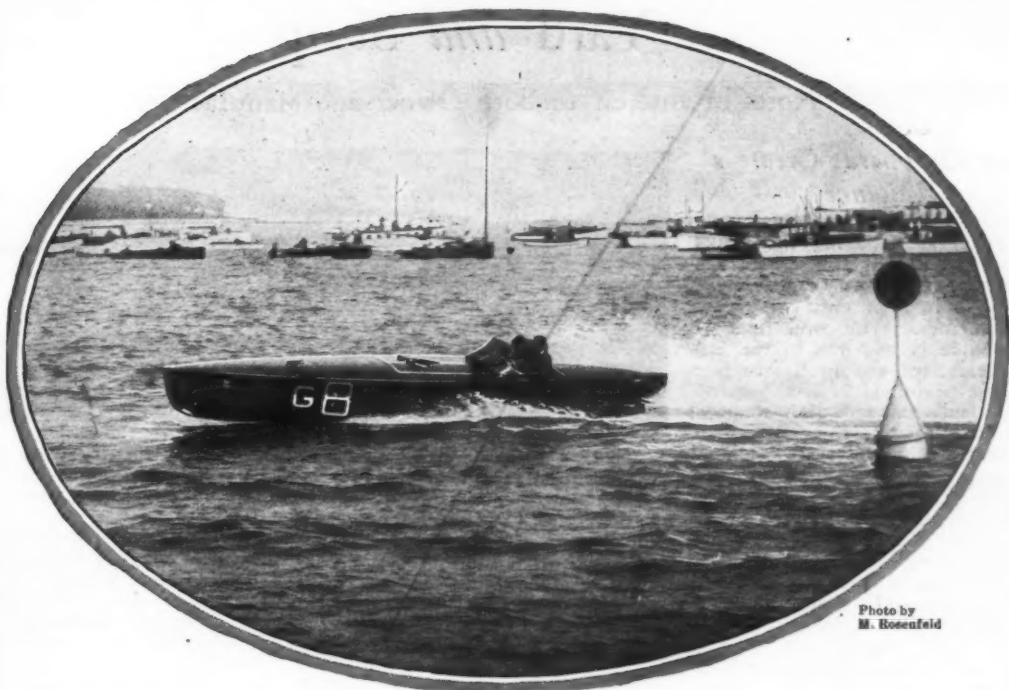
reach him at Rockledge, Florida.

The stem should preferably be a Hackmatack knee sided $1\frac{1}{2}$ inches, and molded $2\frac{1}{2}$ inches at the top and bottom ends, and $3\frac{1}{4}$ inches in the center or at the turn. It should be rabbeted to take the end of the planking. The transom should be a single piece of Philippine mahogany, $\frac{1}{2}$ inch thick, or one or two pieces of $\frac{5}{8}$ inch white cedar may be used instead. It should have reinforcing cleats across the ends or sides, $\frac{5}{8}$ inches thick, $2\frac{1}{2}$ inches at the bottom, and $1\frac{1}{2}$ inches at the top.

The knee at the stern should also be of Hackmatack and sided $1\frac{1}{2}$ inches. It is to extend to the top of the stern, and to extend 16 inches along the keel. It should be well fastened to the transom and keel, with brass screws and copper rivets. Keels are to be of clear spruce $2\frac{1}{4}$ inches wide by $1\frac{1}{4}$ inches thick. They are to be rabbeted on each side to take the edge of the planking, leaving a thickness of (Continued on page 136)

Line drawing for the 12-foot 9-inch outboard hydroplane Green Diamond, with a section and detail of the step



Photo by
M. Rosenfeld

Wins the Gold Cup again— with Valspar, of course

George H. Townsend's "Greenwich Folly" won the Gold Cup, Blue Ribbon Trophy of speed-boat racing, for the second successive year, at the annual race, held August 6th at Indian Harbor, Greenwich, Conn.

Like most other fine yachts and speed boats the "Greenwich Folly" was finished with *Valspar*, the world-famous varnish that defies water and wear in any climate.

The beauty of a Valspar finish is admired by all who see it, on any boat—from a canoe to an ocean liner.



VALENTINE & COMPANY
New York, Chicago, Boston
W. P. Fuller & Co.—Pacific Coast

Photo by
M. Rosenfeld

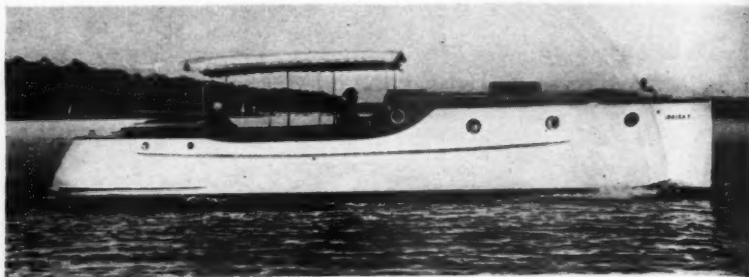
When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

Yard and Shop

Notes of Interest to Both Owner and Manufacturer

When Outboards Create a Nuisance

MUCH complaint is being made by residents along the banks of rivers and lakes which are used extensively by small boat owners who drive their craft with outboard engines. The objection of these people is not due to the engines themselves, but due to the fact that these beginners in the sport do not get a sufficient sensation of speed unless they remove the mufflers of their engines, and create enough noise to waken and disturb every living thing for several miles around. The popularity of outboard motor racing and driving has become greatly endangered by the objectionable noise created through this practice of running without the mufflers. This has become increasingly objectionable with the advent of the larger and more powerful engines which are able to make also a larger volume of noise. It is a situation which is fully covered by local ordinances practically everywhere, and those who persist in running with noisy engines may find themselves in serious difficulties with the authorities. In taking steps to prevent this noise, the Detroit Outboard Motor Association has gone on record as favoring the compulsory use of complete stock exhaust mufflers on boats in all races and in general use. It is strongly recommended that Regatta Committees and responsible officials of all clubs having anything to do with outboard motor racing see that this same provision is inserted into their rules and complied



Idalka II, a 37-foot foreign built cruiser which is constructed entirely of steel with an inside trim of mahogany. It is powered with a 252 Continental Van Blerck engine which drives it at an economical and easy rate

with, not only during the regatta, but at all other times.

Quick Work on Canal

The Engineering Departments of the State of New York were recently called upon to do some emergency



Tichona is a South American runabout powered with two of the larger 253 Continental Van Blerck engines. The speed of this boat is 35 to 36 m.p.h.

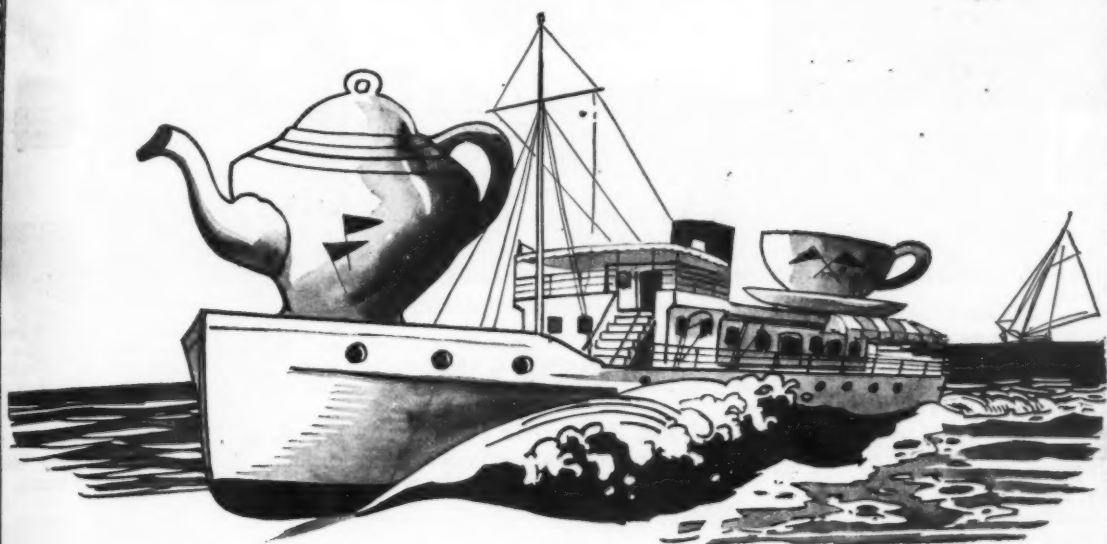
work in connection with a break in the New York State Barge Canal system at Eagle Harbor. A crevasse

was formed which allowed some thirteen miles of water in the canal to escape and flooding the neighboring countryside. The flow of water through this gap enlarged it tremendously and it required the construction of trestles and the hauling and depositing of more than 25,000 cubic yards of earth and rock into the crevasse. Much steel sheet piling was driven, as well as many other items of labor necessary to restore the canal to usefulness. It was a very big job, as well as a difficult one, and the Superintendent of Public Works, the Honorable Frederick Stuart Greene took occasion to officially commend the staff of engineers, foremen and laborers for their untiring efforts in connection with the project. Equipment and men were called upon from several of the departments, and the whole-hearted cooperation of all who were connected with the work made the re-

(Continued on page 54)



This smart little 18-foot runabout designed by Crowninshield, Burbank & Howard and built by Rice Brothers in Maine, powered with a four cylinder Universal Flexifour and large numbers of these are to be built



CHINA

that goes down to the sea in yachts

YOU need not sport a mermaid on your biceps or have crossed anchors tattooed on your bosom to be a real sort of salt now-a-days.

Rough and ready was the old Jack Tar but today white flannels cover many a pair of good sea-legs. Earls and Viscounts command ocean liners. The sea is looking up socially.

The smartest yachts afloat no longer conceal in their gal-

leys a miscellaneous assortment of cast iron china. For Ovington's produce this exquisite yacht china, mark it to a yacht's order with its own flags and sell it upon such a reasonable basis, that for a hundred dollars you may have a service for six!

Crystal, too, exquisite crystal, marked with your flags and tagged forever as your yacht's equipment.

436 Fifth Avenue
New York

OVINGTON'S

212 No. Michigan Blvd.
Chicago

Yard and Shop

(Continued from page 52)



A little 8-foot record breaker at the Charlevoix Regatta. This boat, 8 feet long with a Class A Johnson engine made an average of 15.85 m.p.h. for six runs

pair possible. The entire time during which the canal was obstructed was only two days less than three weeks, which is very remarkable considering the seriousness of the work entailed.

The Lake Hopatcong Regatta

Towards the end of August, from the 26th to the 28th, a series of races were held on Lake Hopatcong in Jersey, and since the greater part of the boats on this lake are of the high speed-type, the events consisted largely of fast runabout classes, as well as 151 inch hydroplane and out-board classes. As usual the Chris-Craft and Chris-Craft Cadets proved to be successful contenders in several of the events. Helen W, a Chrysler powered Cadet owned by J. Wilke of Morristown, New Jersey, took this event by doing two laps at 30½ m.p.h. And How, owned by George W. Morrel, a standard Dodge Water Car took second place. In a later event, three of the larger Chris-Craft powered with Kermath engines, as well as two fast Dodge boats, Curtiss powered, competed together. U and I, owned by E. B. Wheeler won this race and the time for the best five miles was 8:24, or at the rate of 35.64 m.p.h. William Hockenjos, Jr. of Lake Hopatcong with his Chris-Craft took second,



A 65-foot work boat built by Hoffars Limited in Vancouver and powered with a Sterling Petrel engine, with a three to one reduction gear. This gives 8½ knots through a 36 inch propeller

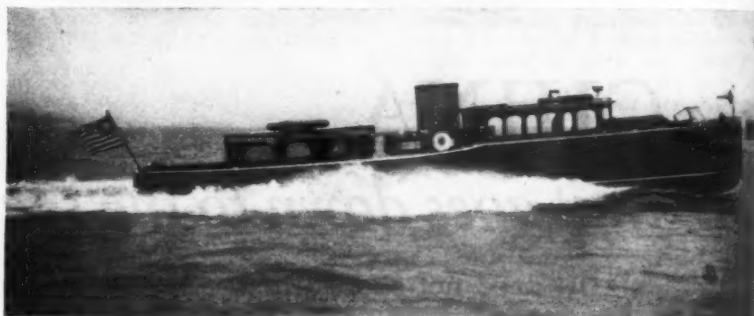
and another boat Ferd R, owned by F. Reinekina took third. Victor, owned by B. DeMittia, and Golden Hour, owned by W. C. Marchess, Dodge runabouts, took fourth and fifth place.

Craig Trophy Race Date Set

The Riverside Yacht Club which is the present holder of the James Craig Trophy, which was won this year by C. G. Larner's cruiser Sea Dream III, is already making plans for a contest for this trophy in 1928. Dr. William D. Cutter, Chairman of the Race Committee has requested sanction for a race for this trophy to be held on July 21, 1928, over a course from Little Captain's Island around Montauk Point, and finishing at the Atlantic Yacht Club.

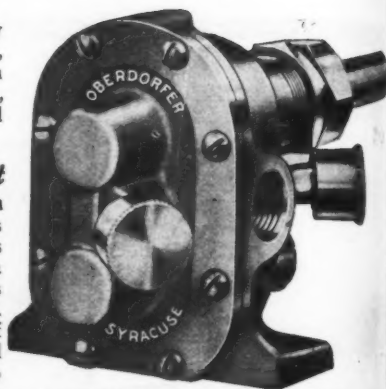
Look After the Pumps

Whenever a marine motor is a chronic misbehavior it is a good tip



Roamer IV, a 52-foot express cruiser built by the Davis Boat Company for Earl Holley, and powered with two Hall-Scott motors which drive her over 30 mph. She was designed by Hacker & Ferrmann and delivered early this summer

to give the cooling system a thorough inspection. Many times a full flow of water through the engine is prevented by the faulty working



A typical Oberdorfer bronze gear pump for circulation systems on marine engines. It is made of bronze throughout and can be had from ½ to 1½ inch pipe sizes

of the circulating pump. Often the trouble can be immediately eliminated by installing a new pump.

Oberdorfer Bronze Gear Pumps have been used for half a century as standard equipment on marine engines for both water and oil circulating systems. Made of bronze throughout, they are not affected by the action of salt water and can be depended upon for a long life of dependable service.

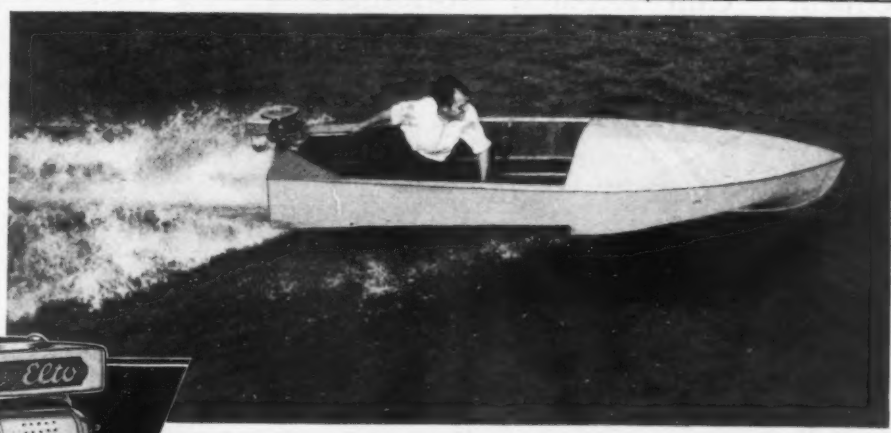
The extra long bearings, the metal packing glands and the full lubrication facilities raise their efficiency to the maximum degree.

Oberdorfer Bronze Gear Pumps have inlet and outlet connections for ¼, ¾, 1, 1½ and 2 inch standard pipes. They are made in types and forms to meet the requirements for installation on any marine motor.

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These pumps are made by the M. L. Oberdorfer Brass Co., Syracuse, N. Y. Bulletin DP will be sent on request.

(Continued on page 73)



The 1928 Super Elto Speedster

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It's a speed motor — a thoroughbred *high speed* motor — every fine ounce of it. It rates in B Class. It spins its 3500 R. P. M. as silky-smooth as a turbine.

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Twin for all 'round outboard use.

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Name

Address

President's Cup Regatta, Corinthian Y. C., Washington, D. C.
September 17, 18, 1927

SUMMARY OF RESULTS

Boat and Owner	Club	Elapsed Time			Speed MPH			Position
		1st heat	2nd heat	3rd heat	1st heat	2nd heat	3rd heat	
Miss Syndicate, H. E. Dodge.....	Dodge Bros. D. Assoc.....	17.26	17.35	17.25	51.62	51.20	51.26	1
Greenwich Folly, G. Townsend.....	Indian Harbor Y. C.....	17.39	17.37	18.09	50.99	51.10	49.56	2
Sister Syn, Mrs. D. D. Cromwell.....	Dodge Bros. D. Assoc.....	19.21	18.04	18.19	46.53	49.81	49.14	3

President's Trophy (3 Heats of 15 Miles Each)

Boat and Owner	Club	Elapsed Time			Speed MPH			Position
		1st heat	2nd heat	3rd heat	1st heat	2nd heat	3rd heat	
Greenwich Folly, G. H. Townsend.....	Indian Harbor Y. C.....	17.31	18.43	17.50	52.35	48.09	50.45	2
Sister Syn, Mrs. D. D. Cromwell.....	Detroit Yacht Club.....	17.42	18.14	DNS	50.86	49.81	....	3
Miss Syndicate, H. E. Dodge.....	Detroit Yacht Club.....	29.33	17.15	17.34	30.46	52.17	51.26	1
Shawod-Vite, G. C. Graves.....	Columbia Yacht Club.....	DNF	18.47	DNS	....	47.92	....	5
Baby Chic, S. B. Smith.....	Cleveland Yacht Club.....	DNS	18.02	18.48	....	49.91	47.87	4

Class B Outboard National Championship For Hall-Scott Trophy (3 Heats of 2½ Miles Each).

No.	Boat and Owner	Elapsed Time			Speed MPH			Final Position	Make of motor
		1st heat	2nd heat	3rd heat	1st heat	2nd heat	3rd heat		
409	Kayo II, J. T. Herbst.....	5.46	5.41	5.53	26.03	26.37*	25.50	1	Johnson
157	Cute Craft's Boy Friend, A. T. Buffington.....	6.12	6.02	6.09	24.21	24.86	24.40	2	Johnson
116	Cute Craft Herself, A. T. Buffington.....	6.38	6.33	6.31	22.61	22.92	23.00	4	Johnson
117	Cutie Cute Craft, C. G. Cooper.....	6.19	6.10	DNS	23.73	24.32	....	6	Johnson
401	Zero, Eugene Pickard.....	6.41	6.38	DNS	22.44	22.59	....	9	Johnson
237	Lyman Dink, W. E. Lyman.....	6.51	6.49	6.35	21.91	22.02	22.80	5	....
149	Miss Detroit, A. Vator.....	7.04	6.13	6.05	21.22	24.12	24.64	3	Caille
028	Miss Rockaway, S. Cheaffer.....	7.32	7.13	7.13	19.90	20.76	20.76	7	....
420	Red Devil, R. N. Hinton.....	7.33	7.01	7.16	19.87	21.38	20.64	8	....
11	Blue Fish, A. J. Schwarzler.....	7.42	7.30	DNS	19.49	19.98	....	11	....
47	Baby Chrysler, H. Vreeland.....	10.15	6.55	DNS	13.34	21.70	....	10	....

*New World's Record for Class B.

Class B Outboards (Novice Class) (3 Heats of 2½ Miles Each)

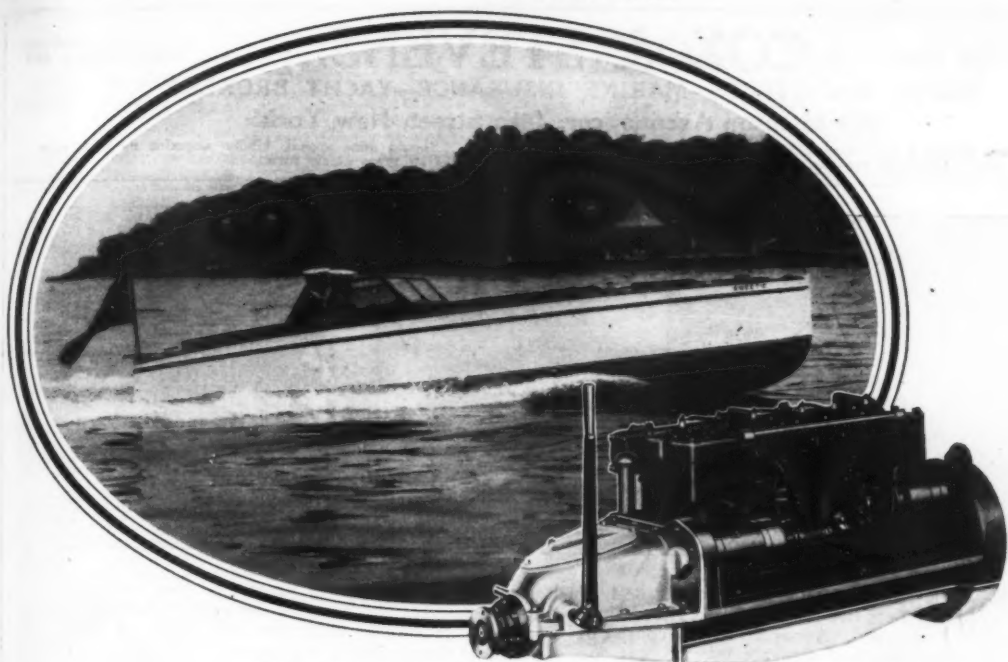
No.	Boat and Owner	1st heat	2nd heat	3rd heat	1st heat	2nd heat	3rd heat	Final Position	Make of motor
02	Miss Circuit Rider, H. Hentschel.....	7.43	7.58	7.10	19.50	18.28	20.91	1	Johnson
421	Little Miss Hopatcong, E. Banton.....	10.02	DNF	DNS	14.96	....	....	4	....
V31	Comet, C. C. Owens.....	DNS	DNS	6.18	....	....	23.79	2	....
286	Vaab, J. H. Curtis.....	DNS	DNS	6.53	....	....	21.79	3	....

Class C Outboards National Championship for A. C. F. Trophy (3 Heats of 2½ Miles Each)

No.	Boat and Owner	Elapsed Time			Speed MPH			Final Position	Make of motor
		1st heat	2nd heat	3rd heat	1st heat	2nd heat	3rd heat		
286	Vaab, J. H. Curtis.....	5.55	5.60	6.05	25.38	25.00	24.64	7	Evinrude
419	G. B. J. G. Bailey.....	DNS	DNS	DNS	....	....	....	....	....
157	Cute Craft's Boy Friend, A. T. Buffington.....	5.51	DNS	7.10	25.64	....	20.908	10	Johnson
16	Julie Cute Craft, C. G. Cooper.....	DNS	6.22	DNS	....	23.59	....	16	Johnson
420	Red Devil, D. Hinton.....	5.55	5.40	5.24	25.33	26.48	27.80	4	Johnson
22	Miss Whitestone, H. Hentschel.....	5.41	5.29	5.30	26.40	27.35	27.24	2	Evinrude
409	Kayo II, J. T. Herbst.....	DNS	5.58	5.51	....	25.16	25.61	8	Johnson
113	Baby Whale, H. Hockergos, Jr.....	6.21	6.16	6.07	23.63	23.94	24.51	9	....
234	Nize Baby, J. C. Moran.....	6.40	6.31	DNS	22.49	23.02	....	13	....
5	Flying Fish II, V. Withstandley.....	6.21	6.14	DNS	23.60	24.07	....	11	Johnson
418	Rio Lujan, R. Penna.....	DNS	DNF	DNS	....	....	....	....	....
401	Zero, E. Pickard, Jr.....	5.12	DNF	4.52	28.88	....	30.83*	5	Johnson
118	Baby Whale, Frank Oswald.....	5.40	5.28	5.22	26.48	27.46	27.96	1	Evinrude
148	Miss Hudson, Prosser.....	DNS	DNS	DNS	....	....	....	....	....
11	Blue Fish, O. Schwarzler.....	6.36	DNS	DNS	22.49	....	....	17	....
..	Boyd Martin, Al Thomas.....	DNS	DNS	DNS	....	....	....	....	....
281	Black Diamond, E. Trant.....	DNF	DNS	DNS	....	....	....	....	....
149	Miss Caille, A. Vator.....	DNS	DNS	DNS	....	....	....	....	Caille
47	Baby Chrysler, H. Vreeland.....	DNS	DNS	DNS	....	....	....	....	....
322	Baby Billy, G. Curtis.....	6.08	5.23	5.35	24.43	27.83	26.87	3	Evinrude
W11	Wanderjax, W. Ware.....	5.53	5.45	5.54	25.46	26.12	25.45	6	Johnson
116	Cute Craft Herself, A. Buffington.....	DNS	DNS	DNS	....	....	....	....	....
V32	Comet II, C. C. Owens.....	DNS	DNS	DNS	....	....	....	....	....
421	Little Miss Hopatcong, E. Barton.....	DNS	DNS	DNS	....	....	....	....	....
02	Miss Circuit Rider, H. Hentschel.....	6.48	6.39	DNS	22.06	22.56	....	15	....
415	....	DNS	DNS	DNS	....	....	....	....	....
323	Quirida, R. O. Huddleston.....	7.30	7.50	8.41	19.99	19.14	17.29	14	....
167	Miss Corinthian, D. A. Tenure.....	7.40	6.48	7.56	19.55	22.07	18.89	12	....

*New World's Record for Class C.

(Continued on page 106)



This attractive standardized 20 ft. speed runabout was one of six built by Saunders, Ltd., of England—designers and builders of Miss Betty Carstairs' race boat "Newg" and is powered with a Gray Six-40. Accurately logged at 23 miles per hour.

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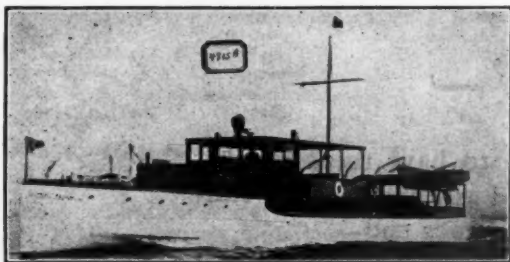
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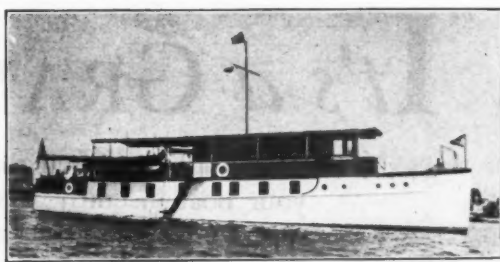
On this page are shown a few representative yachts selected from our large lists. Should none appeal, kindly acquaint us with your requirements. Full information regarding costs to build, purchase or charter yachts of all types gladly furnished.



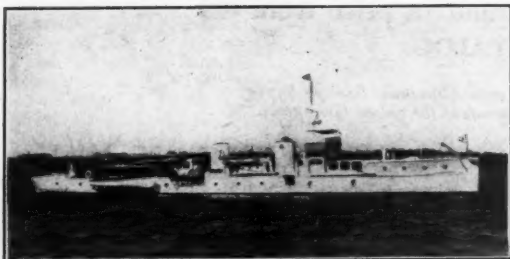
No. 4455—FOR SALE OR CHARTER—Recently built steel, twin screw power yacht, 127 feet over all. Speed up to 15 miles; two 6 cylinder 225 H.P. Winton gasoline motors. Exceptionally able and attractively furnished and equipped. Accommodations consist of Owner's large double stateroom full width of boat with connecting bath and separate toilet room; one double and three single staterooms for guests with bath and two toilet rooms. Large dining room in forward deckhouse and social hall aft. In splendid condition throughout. Ideal for Florida cruising. Cox & Stevens, 341 Madison Avenue, New York.



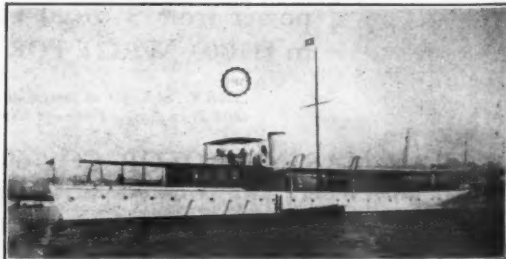
No. 4815—Opportunity to purchase practically new 80 ft. twin-screw cruising power yacht. Two 6 cyl. 225 H.P. Sterling motors; speed up to 18 miles. Has large dining saloon located in deckhouse; below three double staterooms, shower bath and two toilets. Construction of best; double planked, oak frames and teak decks. Deckhouse of mahogany with teak trim. Interior finish white enamel and mahogany trim. Handsomely furnished. Price reasonable. Cox & Stevens, 341 Madison Avenue, New York City.



No. 3816—FOR SALE—Immediate delivery can be had of this attractive twin-screw 75 ft. power houseboat. Has a speed equal to that of the ordinary cruising power yacht. Two 6 cyl. 100 H.P. Speedway motors. Owner's quarters forward consist of two double staterooms and bath, next aft being the dining saloon followed by galley. Large deckhouse, containing social hall. Spacious after deck. Has had very best of care. Further information from Cox & Stevens, 341 Madison Avenue, New York.



No. 3108—FOR SALE—Fast, smart 120 ft. steel, twin-screw power yacht. Speed up to 18 miles; two 6 cyl., 250 H.P. Winton gasoline motors. Has two double and one single staterooms, bath and two toilets, in addition to two transoms in lobby. Main cabin, containing dining saloon forward. Handsomely finished and furnished. All conveniences. Makes striking appearance and has attracted considerable attention. Price very reasonable. Cox & Stevens, 341 Broadway, New York.



No. 1466—FOR SALE—As owner has purchased larger yacht. Roomy, twin screw, 138 foot steel cruising power yacht. Speed up to 17 miles; two 300 H.P. Standard motors. Three double, one single stateroom, two baths; two deckhouses, forward one containing dining saloon and after one social hall. Equipment modern and up-to-date in all respects. Has been maintained in best possible condition and can be purchased at bargain figure. Cox & Stevens, 341 Madison Avenue, New York.

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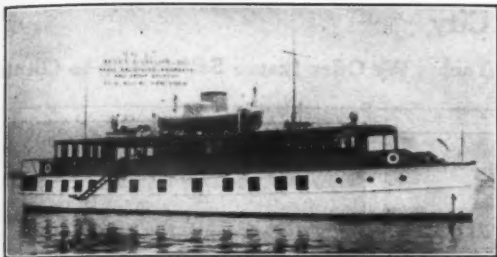
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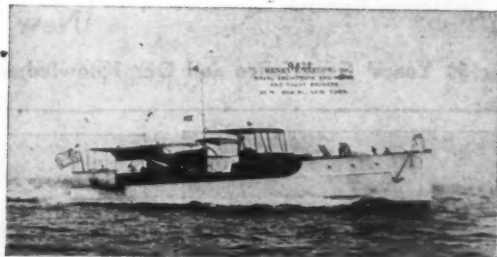
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We have a most complete and up-to-date list of steam and motor yachts of all sizes, sail, auxiliary, and houseboats, on file in our office, kept constantly up-to-date by thorough and comprehensive canvass of the entire yachting field from time to time. We are in a position to submit full information on any type of boat upon request.

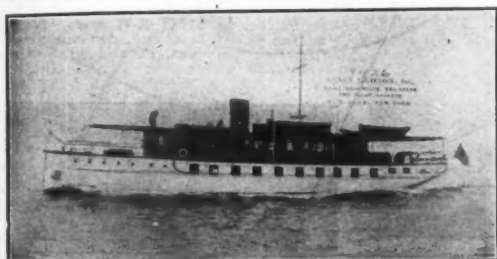
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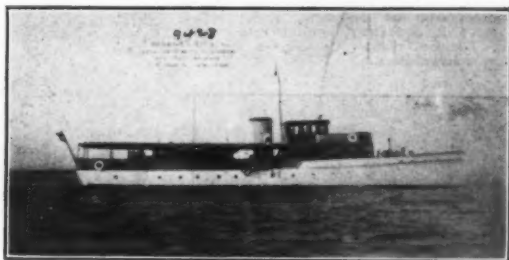
No. 9475—For Winter Charter—This attractive 85-foot twin-screw houseboat with splendid crew; two large double, two single staterooms; 3 bathrooms; deck salon 28' x 13', all teak trim. Speedway motors, speed 12-13 miles, no vibration. All modern conveniences and in excellent condition. Henry J. Gielow, Inc., 25 West 43rd Street, New York, N. Y.



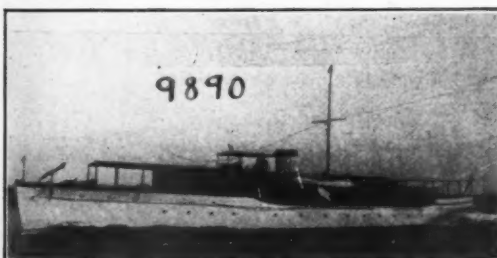
No. 9825—For Sale—Lawley 68-foot twin screw express power cruiser; speed 20-22 miles; two double staterooms; two toilet rooms; salon with two spring berths; forecabin for crew of three; excellent condition. Price and further particulars consult Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



No. 9426—For Sale—Modern 98' twin-screw cruising houseboat, built 1925. Speed 12-14 miles; two Winton motors. Accommodations include two double, three single staterooms, three bathrooms, large dining room and living room on deck. Beautifully furnished and fitted. An unusual offering. Price and further particulars from Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



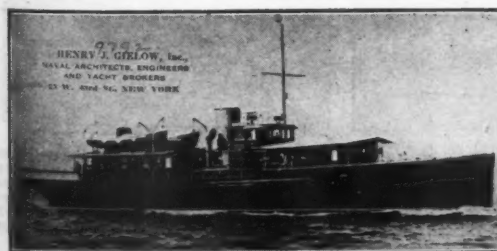
No. 9428—FOR SALE—Modern twin-screw Diesel yacht, 100 ft. with 19 ft. beam. Built 1925, best construction. Three staterooms, three baths, speed 14 miles. Electric deck equipment for anchors and boats. Teak trim. Ice plant. Offered at price lower than any other similar craft of high quality. Henry J. Gielow, Inc., 25 W. 43rd Street.



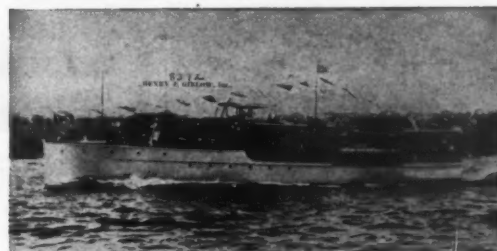
No. 9890—FOR SALE—Opportunity purchase one of best modern Lawley built Diesel powered yachts; finest condition. Fine sea boat, steady running, speed 14 miles per hour. Two deck houses, spacious deck room. Four staterooms. Two baths. Handsomely furnished and fitted. Two launches and dinghy. Henry J. Gielow, Inc., 25 W. 43rd Street.



No. 8391—For Sale—Handsome twin screw steel motor yacht 135 feet length, 20 ft. beam; five staterooms, three baths, large deck space. Speed 15-18 miles; steady, able. Very complete and handsomely furnished. Lawley built. Seen New York. Opportunity obtain recent built craft; suitable any cruising. Henry J. Gielow, Inc., 25 W. 43d St.



No. 9792—Attractive Diesel offering for sale. Built 1926; speed 14-15 miles, four staterooms, three baths, two Winton Diesel motors. Very successful yacht offered as owner unable to use. Seen New York by appointment. Henry J. Gielow, Inc., 25 W. 43d Street.



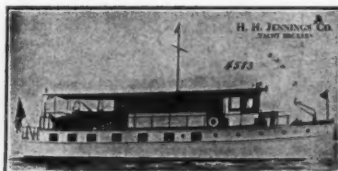
No. 8372—For Sale—Recently built Lawley 77-foot fast cruiser. Sterling motors; speed 21-23 miles. Excellent accommodations; large deck house containing dining salon and lounge; below are three double staterooms and extra toilet room; in excellent condition and completely found. Further details may be had from Henry J. Gielow, Inc., 25 West 43rd Street, New York City.

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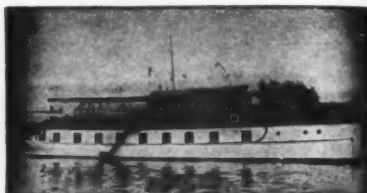
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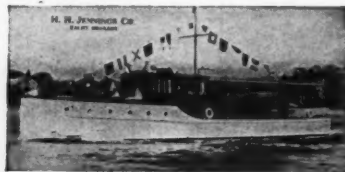
No. 4583—60-foot Houseboat. Built 1925. Two double staterooms. Two berths in dining saloon. Large deckhouse containing living room. Two toilets. 75-100 H.P. motor. Speed 10-11 miles. Electric lights. Hot water heat, etc. Splendid proposition.



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No. 4534—Sale or Charter—100 foot twin screw houseboat. Three double and two single staterooms. Dining saloon. Living room. Three bathrooms. Good crew's quarters. Two Winton motors. Speed 12 miles. Hot water heat. Ice machine. Electric plant, etc. High class outfit.



No. 2733—67 ft. Twin Screw Power Yacht. New 1926. Two double staterooms. Two berths in saloon. Transom berth in deckhouse. Two toilets and bath. Beautifully finished in mahogany. Good crew's quarters. Two 100 H.P. Sterling Motors. Speed 14-15 miles. Electric plant. All modern conveniences. Splendid proposition.



No. 2604—62-foot twin-screw express cruiser. Built by Consolidated Shipbuilding Corporation in 1923. Two sofa berths in main saloon and one in deckhouse. Toilet. Galley. Two berths and toilet for crew. Two 300 H.P. Speedway Motors. Speed up to 30 miles. Electric plant, etc.



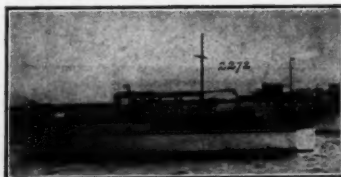
No. 2684 — 75-foot Power Yacht, practically new. Two double and two single staterooms. Dining saloon in deckhouse. Two bathrooms. Good crew's quarters. 75-100 H.P. motor. Speed 11 miles. Electric lights, etc. Strictly first-class outfit.



No. 2824—Splendid Diesel yacht 120' long. Built 1926. Four staterooms, dining saloon, social hall, etc. Three bath-rooms. Two Winton Diesel motors. Speed 13 knots. Heavily constructed. Wonderful seaboat. Owner unable to use her. Beautiful condition.



No. 2686—Twin screw 56' Elco cruiser. Mahogany deckhouse. Three staterooms. One upper and one lower berth in main saloon and one in deckhouse. Two toilet rooms. Two 42 H.P. Elco motors. Speed 10-12 miles. Electric plant. An exceptionally fine proposition with all conveniences.



No. 2272—45-foot bridge deck cruiser. Built by Britt Bros. Double stateroom. Three berths in forward cabin. Toilet room and galley. Berth on bridge deck. 65-100 H.P. Scripps motor installed new 1923. Speed 10-12 knots. Separate lighting plant. Power tender. Splendid proposition. In commission. Owner purchased larger yacht.



No. 2150—Twin-Screw, 75-ft. power yacht. Located in Chicago. Built by Consolidated Shipbuilding Corp. One double and two single staterooms. Two toilet rooms with shower baths. Dining saloon in deckhouse. Good crew's quarters. Two 175-200 H.P. Speedway Motors. Speed, 16-22 miles. Electric plant, etc.



No. 4513—Sale or charter. Twin screw houseboat 60 feet long. Three double staterooms. Large dining saloon in deckhouse. Separate pilot house. Main saloon below. Two toilets and bath. Good crew's quarters. Two 45 H.P. motors. Speed 12 miles. Electric plant, etc. Splendid proposition.

Our list comprises all the available yachts for sale and charter. The above are only a few of our offerings. Write us your requirements. Send ten cents for our illustrated catalog.

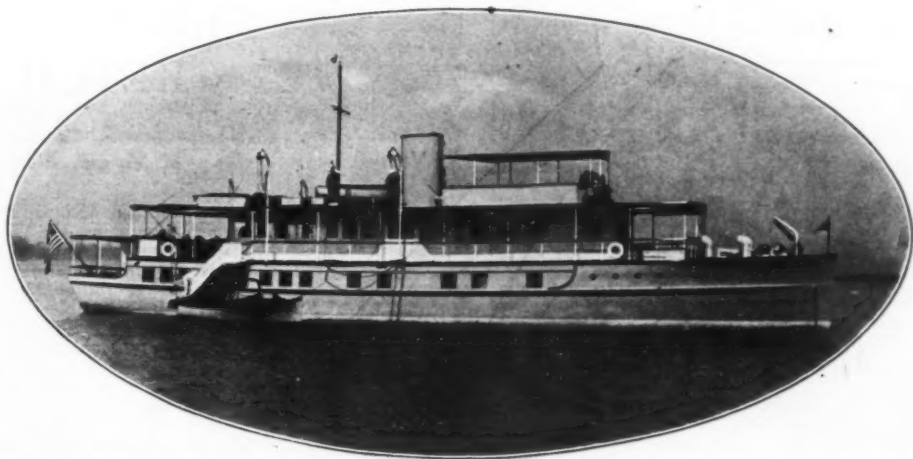


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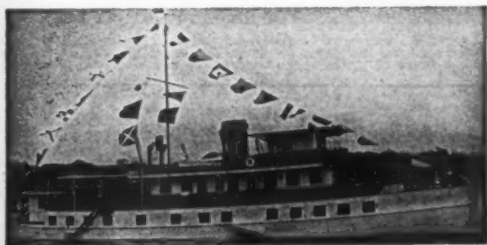
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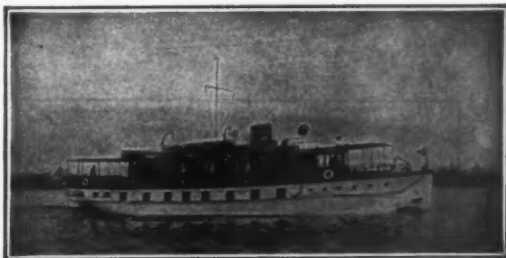
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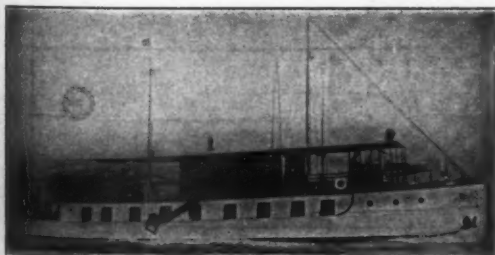
No. 1779—FOR SALE—Price attractive. Exceptionally desirable houseboat designed and built under our supervision. Completed November 1925. Has two 125 H.P. Winton Motors. Commodious owner's accommodations most luxuriously fitted and furnished. Complete particulars, plans and photographs sent on request.



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No. 1999D—FOR CHARTER—Brand new 93-foot Mathia houseboat; five staterooms, three having two beds each, three bathrooms; large living and dining room on deck. Powered with two 150 H.P. Winton motors.



No. 1912—FOR SALE or CHARTER—Desirable houseboat, 77' x 17'6" x 3'6". Four staterooms, 2 bathrooms, main saloon and deck saloon.



No. 726—FOR SALE or CHARTER—Cruising motor yacht. 75' x 14'2" x 3'9" draft. Built 1920. Powered with two 180 H.P. Speedway motors new 1925. Speed, 15-18 miles.



Offer all of the desirable yachts available for sale and charter,
some of which are illustrated above.



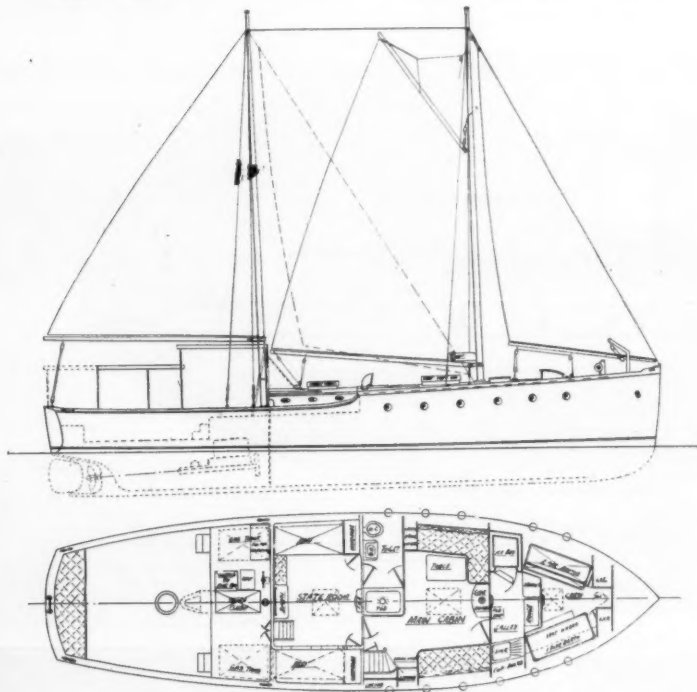
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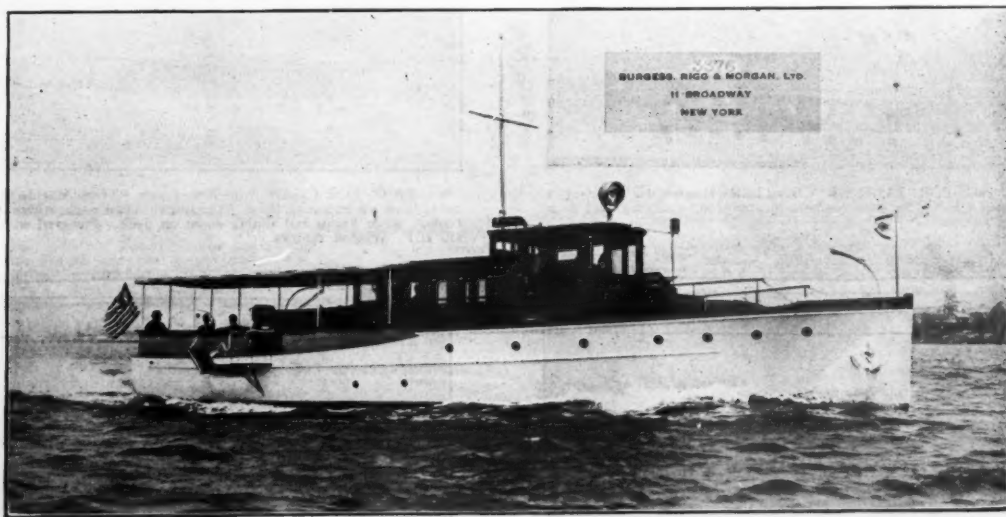
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A scientifically designed model which combines the advantages of the sailing yacht with those of the modern motor cruiser. A thoroughly seaworthy hull, capable of keeping at sea in rough weather, ample beam and depth (giving large, roomy cabins and cockpit), a practical and efficient sailing rig, and a power plant which insures a speed of at least 12 m.p.h. The dimensions are 56' L.O.A., 15' beam, 4' draft. Price, plan, and further particulars may be obtained from the designers.

**BURGESS, RIGG
& MORGAN, LTD.,**
11 Broadway, New York.



FOR SALE—No. 3015—Twin screw Elco 62-footer of the latest model. Only one year old and more fully equipped than a new boat. Excellent accommodations, including two double staterooms, also guests' stateroom, bathroom and three toilets. Enclosed bridge separating crew from owner's party. Has two 90 H.P. Elco motors, giving speed of 14 M.P.H. Independent lighting system. Very complete inventory. These boats are very much in demand and seldom offered for sale on the second-hand market. Low price for quick sale. Further particulars from BURGESS, RIGG & MORGAN, Ltd., 11 Broadway, New York City.

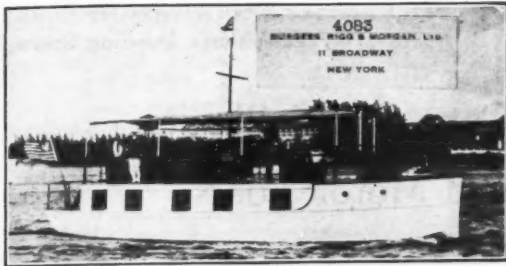
BURGESS, RIGG & MORGAN, LTD.

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0595 - 0596

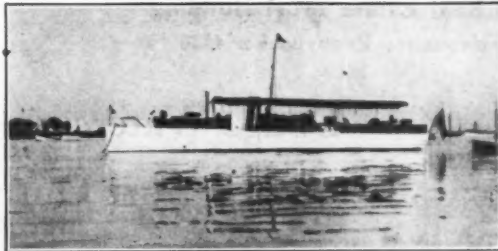
Naval Architects - Yacht Brokers

11 Broadway, New York

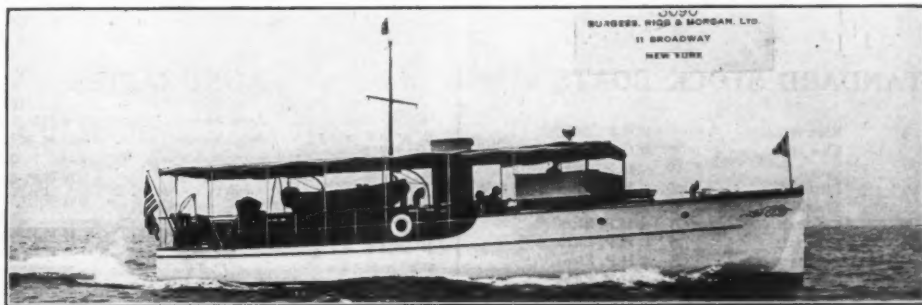
Cable Address:
"RIGGING"



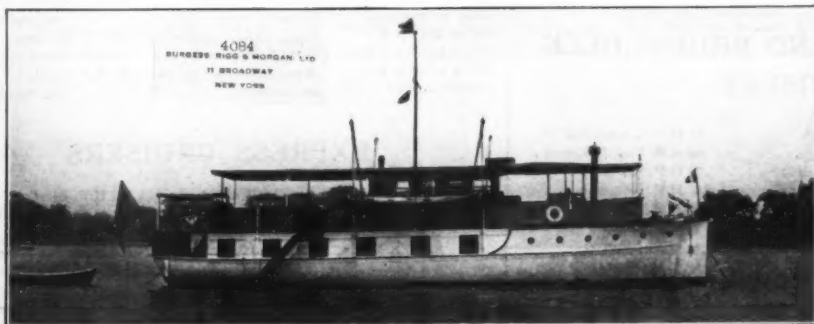
FOR SALE—No. 4083—Mathis, 43 ft. houseboat, built 1917. Standard Motor. Double stateroom, also four berths in saloon, sleeping six aft. Three toilets. Over \$3,000 spent on improvements recently. Very good condition and fully equipped. Ideal for cruise to Florida. These small Mathis houseboats are very popular and seldom offered for sale. Quick action necessary. Apply to BURGESS, RIGG & MORGAN, Ltd., 11 Broadway, New York.

**BARGAIN**

FOR SALE—No. 3041—Dimensions, 61'x10'3"x12' draft. Standard Motor. Speed, 11 m.p.h. Good condition. Owner building new yacht from our designs and will sacrifice for immediate cash sale. Apply BURGESS, RIGG & MORGAN, Ltd., 11 Broadway, New York.



FOR SALE—No. 3090—Consolidated 52 ft. cruiser. Built in 1917 and in perfect condition. Speedway motor with removable cylinder heads. Speed, 15 m.p.h. and up. Has fine double stateroom aft and large saloon. Galley, forecabin and dining saloon forward. Engine under bridge deck. Owner building new yacht from our designs, and is willing to sell at a very reasonable price. For further particulars apply to BURGESS, RIGG & MORGAN, Ltd., 11 Broadway, New York City.



FOR SALE—No. 4084—Mathis Houseboat, built 1920, and in fine condition. Dimensions, 60x16x3 1/2" draft. Has three fine staterooms, also large saloon and deck house. Standard Motor. Two tenders, one a launch. Located New York. Apply BURGESS, RIGG & MORGAN, Ltd., 11 Broadway, New York.



FOR SALE—No. 2070—Well known hand V bottom cruiser. Dimensions 40 x 9'6" x 3' draft. Sterling 6 cyl. motor gives cruising speed of 15 m.p.h. Ideal for tender to racing yacht or for day cruising. Apply BURGESS, RIGG & MORGAN, Ltd., 11 Broadway, New York City.



FOR SALE—No. 2055—Twin screw Express Cruiser. Built 1920. Dimensions 62 x 12 x 3' draft. Has two Sterling motors; gives speed up to 30 m.p.h. Accommodations for five in owner's party. Perfect condition. Very low price for quick sale. Apply BURGESS, RIGG & MORGAN, Ltd., 11 Broadway, New York City.

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PHILADELPHIA

534 Real Estate Trust Building

Telephone: Pennypacker 4830

NEW YORK

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Dodge Watercars—Cape Cod Sailboats
Baby Buzz Outboard Motor Boats

BOATS FOR SALE AND CHARTER

STANDARD STOCK BOATS

32' x 8'6" x 2'9"	Elco 1923	45 H.P. Elco
34' x 9' x 2'6"	Elco 1924	42 H.P. Elco
34' x 8'8" x 2'9"	Elco 1921	42 H.P. Elco
34' x 8'8" x 2'9"	Elco 1925	42 H.P. Elco
41'3" x 9'10" x 3'	Elco 1922	42 H.P. Elco
42' x 10'7" x 3'	Elco 1927 (Deck House)	48 H.P. Elco
54' x 13' x 3'	Elco 1923	(2) 42 H.P. Elcos
54' x 13' x 3'	Elco 1922	(2) 42 H.P. Elcos
58'6" x 13'5" x 3'2½"	Elco 1924	(2) 42 H.P. Elcos
28'10" x 10' x 2'10"	Matthews 1927	28 H.P. Redwing
38' x 11' x 3'	Matthews 1924	45 H.P. Kermath
38' x 11' x 3'	Matthews 1925	45 H.P. Kermath

RAISED DECK AND BRIDGE DECK
CRUISERS

31'4" x 8'6" x 2'6"	Raised Deck	25 H.P. Locomobile
33' x 8' x 2'6"	Raised Deck	40 H.P. Fay & Bowen
35' x 8'6" x 2'6"	Bridge Deck	70 H.P. Kermath
37'8" x 8'6" x 3'6"	Bridge Deck	45 H.P. Kermath
39' x 9'6" x 3'	Bridge Deck	40 H.P. Kermath
40' x 10' x 2'10"	Bridge Deck	70 H.P. Scripps
41' x 12' x 3'6"	Bridge Deck	40 H.P. Lathrop
45'4" x 10' x 3'2"	Trunk Cabin	30 H.P. Murray & Tregurtha
46' x 10' x 3'	Bridge Deck	100 H.P. Stearns
46' x 10' x 3'	Bridge Deck	60 H.P. Wisconsin
49'10" x 10'8" x 3'6"	Bridge Deck	(2) 100 H.P. Kermaths
51' x 10'3" x 4'3"	Bridge Deck	150 H.P. Speedway
52' x 11'2" x 3'7"	Bridge Deck	Palmer
52' x 11'7" x 40"	Con. Bridge Deck	150 H.P. Speedway
53' x 10'6" x 4'	Bridge Deck	40 H.P. Lathrop
54' x 11'2" x 3'6"	Raised Deck	200 H.P. Van Blerck
57' x 13'2" x 3'10"	Bridge Deck	55 H.P. Standard
59' x 11' x 4'6"	Bridge Deck	70 H.P. Sterling
60'3" x 11'6" x 3'9"	Bridge Deck	60 H.P. Scripps
60'5" x 12'7" x 3'6"	Bridge Deck	(2) 150 H.P. Speedways
61' x 12'9" x 3'6"	Raised Deck	70 H.P. Sterling
61'3½" x 11'4" x 3'6"	Bridge Deck	100 H.P. Doman Marines
68'6" x 13' x 3'	Bridge Deck	(2) 75 H.P. Speedways
71' x 14' x 3'6"	Bridge Deck	(2) 50 H.P. Keystones
80' x 11'10" x 4'8"	Bridge Deck	100 H.P. Speedway
82' x 14' x 4½"	Bridge Deck	150 H.P. Speedway
83' x 16'3" x 6'	Diesel Deep Sea Cruiser	100 H.P. Diesel
94' x 13½" x 5'	Bridge Deck	(2) 300 H.P. Sterlings
101' x 15' x 6'	Bridge Deck	Triple Expansion
101' x 15' x 5'	Bridge Deck	(2) 125 H.P. Diesels

AUXILIARIES

29' x 9' x 1'6"	Aux. Sloop	6 H.P. Liberty
31' x 10'9" x 3'2"	Aux. Ketch	15 H.P. Doman
32' x 11' x 5'	Aux. Ketch	30 H.P. Buffalo
33' x 10' x 4'6"	Aux. Cutter	20 H.P. Gray
35'6" x 11'8" x 3'8"	Aux. Yawl	20 H.P. Frisbie
36'6" x 7'8½" x 5'5"	Sloop	(no engine)
38' x 10' x 3'6"	Aux. Sloop	16 H.P. Gray
40' x 12'6" x 4'	Aux. Yawl	15 H.P. Scripps
41'9" x 11'3" x 6'2"	Aux. Schooner	10 H.P. Bridgeport
43' x 12' x 4'	Aux. Yawl	35 H.P. Peerless
49' x 12'4" x 6'2"	Aux. Yawl	7½ H.P. Palmer
50' x 14' x 3'3"	Aux. Schooner	40 H.P. Stearns
51' x 14'3" x 5'6"	Aux. Schooner	25 H.P. Scripps
52'3" x 12' x 7'4"	Aux. Schooner	40 H.P. Scripps
52' x 14'4" x 4'10"	Staysail Schooner	30 H.P. Scripps
53½" x 10½" x 7'	Sloop	(no engine)
55' x 12'6" x 8'	Aux. Yawl	40 H.P. Scripps
70' x 15'4" x 6'10"	Aux. Schooner	50 H.P. Regal
72' x 14'6" x 9'9"	Aux. Schooner	25 H.P. Scripps
102'7" x 24'4"	Schooner	(no engine)

EXPRESS CRUISERS

39' x 9' x 2'6"	Express Cruiser	235 H.P. Sterling
42'10" x 10' x 2'9"	Express Cruiser	(2) 200 H.P. Hall Scotts
45' x 11'6" x 42"	Express Cruiser	(2) 150 H.P. Sterlings
46'6" x 9'6" x 3'3"	Express Cruiser	200 H.P. Van Blerck
50'6" x 8'6" x 3'2"	Express Cruiser	185 H.P. Van Blerck
52' x 11'3" x 2'9"	Express Cruiser	(2) 100 H.P. Speedways
53' x 7'6" x 2'4"	Express Cruiser	(2) 100 H.P. Speedways
54' x 11' x 3'3"	Express Cruiser	(2) 112 H.P. Van Blercks
54' x 11' x 3'6"	Express Cruiser	(2) 75 H.P. Speedways
66' x 11'4" x 3'2"	Herrshoff Exp. C.	(2) 200 H.P. Sterlings
66' x 11'6" x 3'	Herrshoff Exp. C.	(2) 200 H.P. Van Blercks

HOUSE BOATS

38' x 12' x 3'	House Boat	15 H.P. Sterling
40' x 12' x 3'6"	House Boat	45 H.P. Cadillac
45' x 14'6" x 3'6"	House Boat	75 H.P. Frisbie
47'9" x 16'6"	House Boat	(no engine)
50' x 14'3" x 3'	House Boat	97 H.P. Sterling
50' x 17' x 2'8"	House Boat	(2) Frisbies
53'6" x 16' x 3'	House Boat	(2) 50 H.P. 20th Centuries
71'5" x 16'5" x 3'6"	House Boat	90 H.P. Standard
77' x 18'6" x 2'6"	House Boat	(2) 75 H.P. 20th Centuries
77' x 17' x 4'8"	House Boat	(2) 37 H.P. Standards
80' x 16'2" x 2'10"	House Boat	(2) Sterlings
80' x 17'6" x 3'	House Boat, Mathis	(2) 70 H.P. Standards
80' x 18' x 3'6"	House Boat	(2) 65 H.P. Lathrops
83' x 18' x 3'3"	House Boat, Mathis	(2) 90 H.P. Standards
87' x 17' x 4'	House Boat	(2) 75 H.P. 20th Centuries
90' x 15'6" x 4'	House Boat	(2) 350 H.P. Wintons
120' x 23' x 4'6"	House Boat	(2) 250 H.P. Wintons

SALES and CHARTERS

TELEPHONE:
WHITEHALL 1170

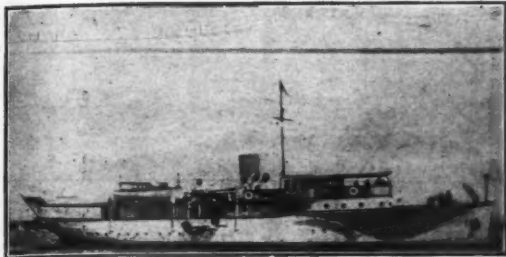
NAVAL ARCHITECTURE

CABLE ADDRESS:
"WINDWARD", N. Y.

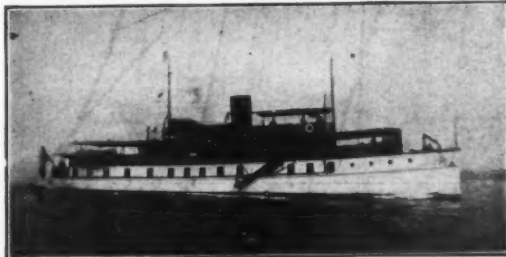
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Builders' Selling Agent for various makes of Standardized Cruisers and Runabouts.

APPRAISALS



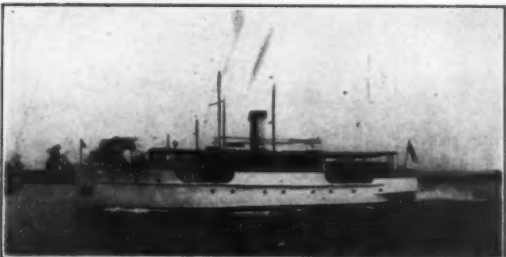
No. 8169—FOR SALE—One of the best of the Diesel Powered Yachts. Length, 160 ft. (about). Twin Screw—Steel Hull—Classed A-1.



No. 2277—FOR SALE—115 ft. Power House Yacht—Lawley Build—Twin Screw—Winton Engines—Splendid Accommodations—Considered the best yacht of her size and type.



No. 7968—FOR SALE—77' Twin Screw Express Power Yacht, Sterling Motors, Lawley Build, in excellent condition. Speed up to 23 miles.



No. 3631—FOR SALE OR CHARTER—72' Power Yacht having large deckhouse, three double staterooms and dining saloon below—Ideal for Northern and Southern waters. Attractive price.

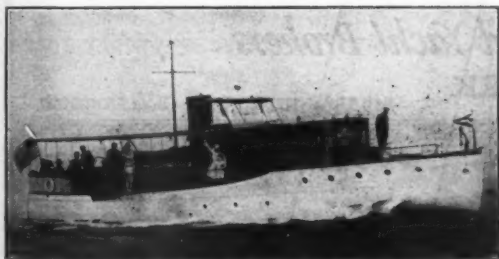
YACHT BROKERS
NAVAL ARCHITECTS

HENRY C. GREBE & CO., Inc.

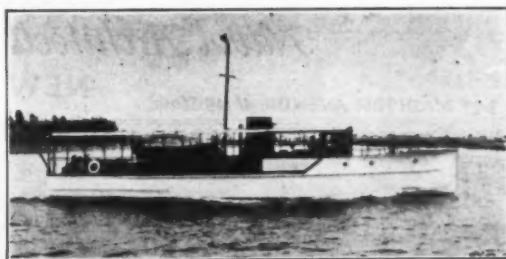
MARINE INSURANCE
SURVEYING

Wrigley Building: 400 NORTH MICHIGAN AVE., CHICAGO—Telephone: Superior 0806

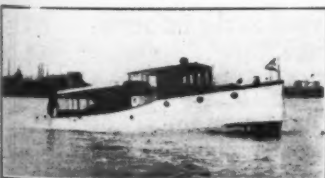
WE HAVE A COMPLETE LIST OF ALL STEAM AND POWER YACHTS, AUXILIARIES AND HOUSEBOATS, WHICH ARE FOR SALE AND CHARTER. Plans, photographs and full particulars furnished on request.



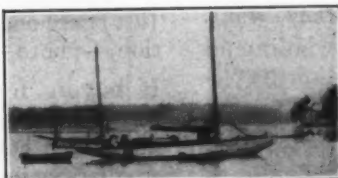
No. 1361—FOR SALE—60'x13'6"x3'6" twin-screw deckhouse cruiser, new 1926. Two double staterooms and bath. Attractive deck dining saloon. Large galley, separate crew's quarters for 3. Engine room separated by watertight bulkheads. Powered with two 6-cylinder Sterling Chevrons. Speed 15 miles. Complete equipment, separate electric light plant, bilge pumps, windlass, hot and cold running water, etc. Staunchly built, good seaboat and salt water fitted throughout.



No. 994—FOR SALE—Attractively priced 63 ft. x 11 ft. twin screw express cruiser. Good sea boat and in excellent condition. Speed up to 20 miles per hour. Owner purchased larger yacht. Henry C. Grebe & Co., Inc., 400 N. Michigan Avenue, Chicago.



No. 1668—Unusually attractive 45 foot cruiser. Excellent condition. One double stateroom. Speed fourteen miles. Complete information from Henry C. Grebe & Co., Inc., 400 N. Michigan Avenue, Chicago.



No. 555—For Sale—Unusually fine auxiliary Yawl 55' x 36' x 15' x 4'6". Speedway motor in first class condition. Boat in commission ready to go. Particulars from Henry C. Grebe & Co., Inc., 400 N. Michigan Ave., Chicago, Ill.



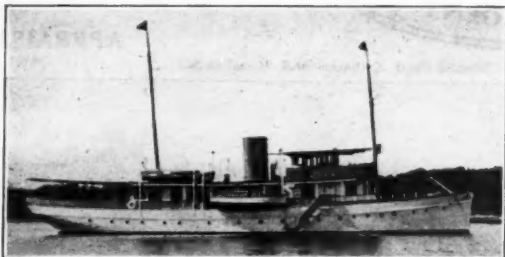
No. 106—For Sale—Fine 40' power boat. One double stateroom, dining saloon, galley, two toilets. Speedway self-starting motor. Attractive price. Excellent condition. Particulars from Henry C. Grebe & Co., Inc., 400 N. Michigan Avenue, Chicago, Ill.

WILLIAM GARDNER & CO.*Naval Architects, Marine Engineers and Yacht Brokers*

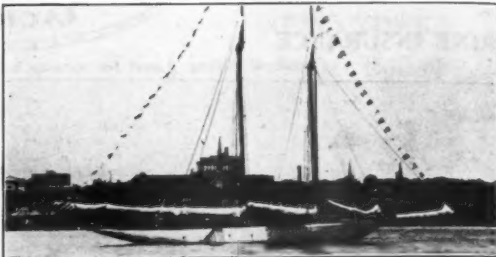
Phone: 8438 Bowling Green

No. 1 BROADWAY, NEW YORK

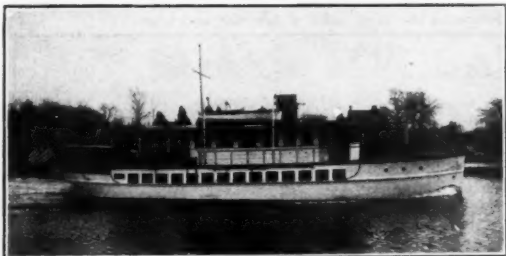
Cable Address: Yachting, N. Y.



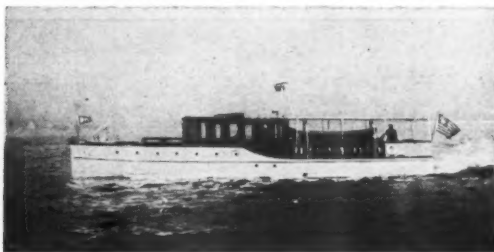
No. 2892—For Sale—Twin Screw Diesel yacht, 108x18.5, two 6 cylinder Bessemer motors, speed 12/13 knots. Yacht practically new. Owner has purchased larger boat. Price attractive.



No. 2267—Auxiliary schooner, Lawley built, 96x66.9x18.10x11.4, equipped with Sterling motor, 4 staterooms, etc. In good condition and any reasonable offer considered.



No. 214—For Sale and Charter—60 ft. palatial houseboat, two 6 cylinder motors, has one single and four double staterooms, three baths, etc.



No. 2199—Enclosed bridge deck cruiser, 58 x 12, new Stearns 6 cylinder motor installed, three staterooms, etc.



CHARLES D. MOWER

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MOWER & HUMPHREYS

INCORPORATED

Naval Architects and Yacht Brokers

NEW YORK

347 MADISON AVENUE at 45 Street

MURRAY HILL 2320; Cable MOWERCD

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WE HAVE plenty of prospects seeking just the boats they want. These are the wise buyers who intend to take their time this Fall until they find their ideal craft. Perhaps yours is the one. Let us have it for our listings. Sales prices are uniformly good,—*sensible*, not subject to the

hectic fluctuations of the Spring rush. Just telephone or mail us the information,—photo,—price.

If buying for Southern Waters for the Winter we have a number of shoal draft house boats, schooners and auxiliaries worth while inspecting.

Drop in and see us.

Advice Supported by Long Experience and a Desire To Serve You

This advice is at your disposal. To assist you in selecting the boat best suited to your requirements. The boat that will give you the enjoyment and satisfaction you expect. Have you not often felt the need of someone upon whose unbiased opinion you could rely?

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19 ST 44th STREET Telephone: MURRAY HILL 8676 NEW YORK CITY

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YACHT BROKER

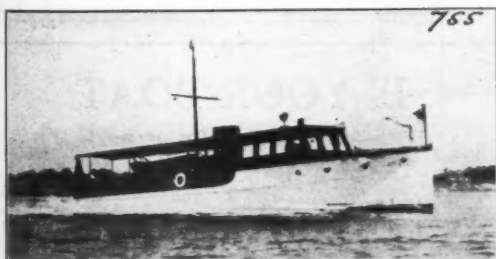
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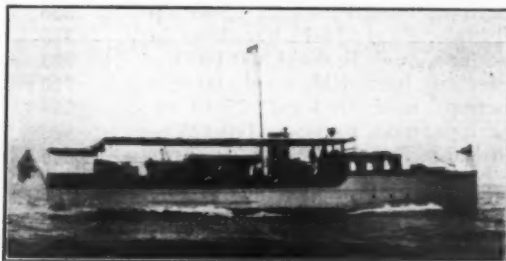
TELEPHONE:
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OUR MOTTO: To offer yachts which will be a pleasure for you to own and a recommendation for us to sell; to render such service as to have you feel you should like to do business with us again.



No. 755—FOR SALE—60' twin-screw express cruiser, speed 18 miles, 3 double staterooms, enclosed deck house with 2 berths, shower, etc. Excellent sea boat and in fine condition.



No. 1785—FOR SALE—80' twin-screw cruising yacht, speed 16 miles, 3 very comfortable staterooms, bath and shower rooms. Sunken dining saloon, etc. Wonderful condition and most desirable.



No. 2233—FOR SALE—50' cruiser, speed 13 miles, 2 double, 1 single state room, 2 toilets, excellent deck space. Offered at a very attractive price due to owner wanting larger yacht.



No. 2035—FOR SALE—Unusually fine 30' cruising house-yacht. 3 double staterooms, enclosed deck house, built-in bath. Heated propane gas, etc. Most modern and beautifully built.

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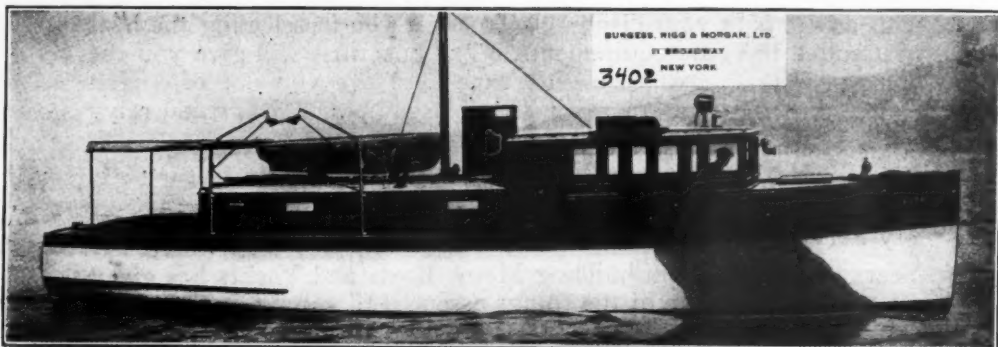
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Cut 1 3/4 inches deep, four inches wide.....	\$20
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Opportunities for the Motor Boatman

Before you buy or before you sell examine the exceptional buying and selling opportunities under this heading. They comprise the best offers of the month. Please mention MoToR BoatinG.

MoToR BoatinG, 119 West 40th St., New York



SPECIAL OFFERING—No. 3402—Practically new 47' A.C.F. Cruiser. In commission. Complete equipment; immediate delivery. For sale at very reasonable price. Apply BURGESS, RIGG & MORGAN, Ltd., 11 Broadway, New York.

ATTRACTIVE BARGAINS

—in used engines

of the most desirable, well-known makes. Completely overhauled and guaranteed. A few of the many popular engines we now offer:

Scripps, mod. G, 6 cyl., 150 h.p.....	\$1,500
Scripps, mod. E, 4 cyl., 30-45 h.p....	950
New Motor, Used for Display Only	
Scripps, mod. F, 4 cyl., 40-60 h.p....	600
Scripps, mod. F, 4 cyl., 15-35 h.p....	550
Buffalo, 2 cyl., 13-15 h.p., hvy. duty..	375
Scripps, mod. E, 6 cyl., 60-100 h.p....	700
Sterling, mod. FM, 4 cyl., 60-85 h.p..	700
Scripps, mod. D, 4 cyl., 25-40 h.p....	550
Scripps, mod. F, 6 cyl., 110-125 h.p..	900
Sterling, Dolphin, 8 cyl., 250-300 h.p..	1,000

All motors have electric starter

**FOR ALL DETAILS AND OUR COMPLETE LIST
WRITE**

Walter H. Moreton Corp.
 1043-45 Commonwealth Avenue
 BOSTON, MASS.



FOR SALE. 34'x6'10" Hacker runabout. 12 cylinder Liberty motor just overhauled and like new. Speed over 45 miles per hour. Must sell as I am getting larger boat. This is an ideal boat for Florida. J. W. STROH, 909 E. Elizabeth Street, Detroit, Mich.

IS YOUR BOAT FOR SALE?

YOU can find a buyer for your boat quickly and at the price you want by using MoToR BoatinG's Market Place. MoToR BoatinG is read by many thousand more boating enthusiasts than any other boating magazine, and For Sale advertisements in MoToR BoatinG's Market Place usually find a buyer—and that is what you want. Advertise your boat in November MoToR BoatinG, forms close October tenth.

MoToR BoatinG

119 West 40th Street, New York, N. Y.

PATENT FOR SALE

Latest improvement in propellers. Gives increased speed, easier control, sharper turning and holds course better than any other wheel. Suitable for any size or type boat, from outboard motor to an ocean liner. Same principle also fully developed for electric fans and applicable to airplanes, torpedoes, etc. Broad patent, covering all possible uses, still has 16 years to run.

Will consider proposition to license or finance manufacture. Box 51, MoToR BoatinG.

WHAT'S THE USE SHIVERING Winters with fine Florida waterfront home ready to add years to your lives? Fishing, boating, boat-house. Address Box 54, MoToR BoatinG.

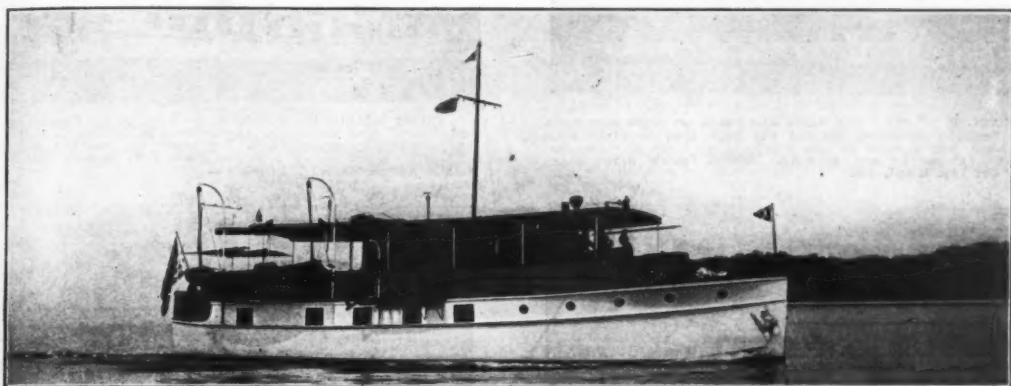
FOR SALE—\$1,500—30 ft. cabin Cruiser, good condition; electric lights, starter, galley; sleeps four; toilet; good buy. C. E. Nyhohn, Menominee, Michigan.

FOR SALE

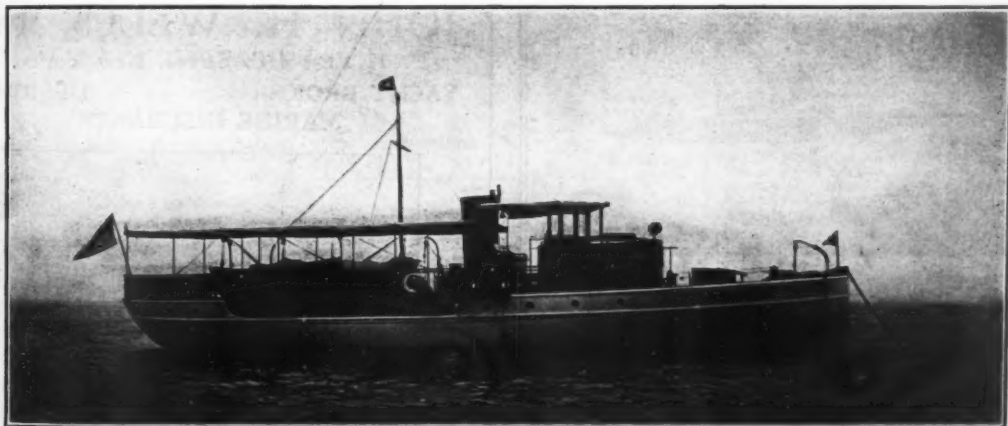
28-Foot Sea Sled, open model, powered with a Hall-Scott 200 H.P. marine engine. Fine running order. Cost \$8,000. For quick sale, price \$4,000. Address A. M. Dederick, Fisher's Island, New York; care Mansion House.

THE
NEW YORK YACHT LAUNCH & ENGINE CO.

MORRIS HEIGHTS, NEW YORK CITY



For Sale—Very attractive 60'x15' Houseboat designed and built by us and equipped with two 4 cyl. 50-60 H.P. 20th Century Motors. Accommodations consist of one double and two single staterooms, one bathroom and toilet, saloon below deck and large deck house. In commission.



For Sale—69'x14' Cruiser in perfect condition. Designed and built by us and equipped with one six cyl. 75-100 H.P. 20th Century Motor. In commission.

The two boats shown above are our own product and are high class in every particular. They are now at our yard and can be inspected at any time. We also have a 50 x 10'6" cruiser in fine condition. This a Luders boat equipped with a 6-cyl. Standard motor.

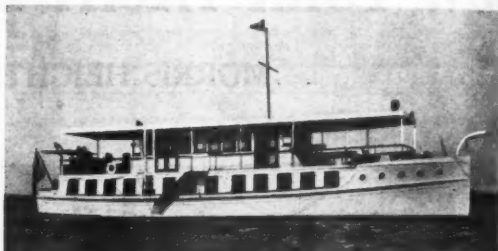
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CRUISING HOUSE BOATS For Charter

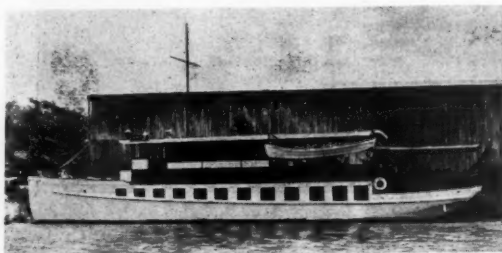
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Manned by Experienced Guides



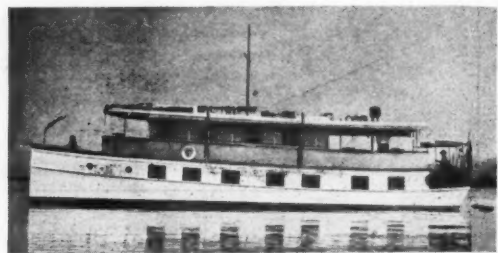
EDNA, B. 75x18. Two double state rooms, two single state rooms, three baths for the guests, hot and cold water under pressure. Large deck house, fully equipped for long trips; also one thirty ft. fishing boat included. Charter for week or month. Address Captain Robert Busby, P. O. Box 729, Miami, Fla.



YACHT MOLLIE-O 11—Designed and equipped for Florida cruising and fishing. Four single state rooms with bath, lavatory in each room, one double stateroom with bath. One thirty foot fishing launch, more if desired. References sent on request. Address W. Goodwin, Captain and guide. Address Box 434, Miami, Fla.



YACHT COMET—Seventy-seven ft. over all, seventeen ft. beam. Three single state rooms with toilet and lavatory in each. One double with a private bath. Nice deck house, also good guide boat all ready to go fishing. Address Capt. Frank J. Potter, P. O. Box 672, Miami, Fla.



YACHT SONORA—Sixty-five ft. overall, sixteen ft. beam. Three single state rooms and bath, one double state room with private bath. Large deck house fully equipped ready to go with thirty ft. guide boat. Also have two extra guide boats. Address Capt. F. A. Harrod, 1144 N. W. 29th Terrace or P. O. Box 838, Miami, Fla.



For Sale

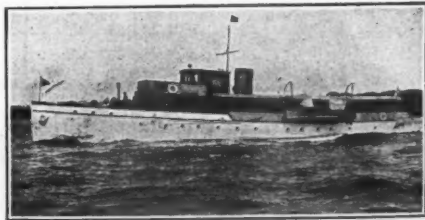
"Charlotte," 34-ft. twin-screw De Luxe Model Cruiser. Used one season. New 100-H.P. Kermath Motors recently installed. Speed 20 M.P.H. Full equipment, Home-lite generating plant. Reason for sale, owner building new boat.

Banfield Sea Skiff Works, Inc.
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JOHN H. WELLS, Inc.

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MARINE INSURANCE



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No. 502—100'x19', two 6-cyl. 150 h.p. Winton Diesels, speed 12-14 miles, 2600 mile cruising radius, 6 tinted enamel staterooms, 2 baths, etc., complete crew's quarters for 5, mahogany dining saloon in large deckhouse, electric lights, heat, fans. A perfectly appointed ship only two years old.

A Rugged Auxiliary Schooner

No. 2228—113'x21'4", 80 h.p. 6 cyl. Winton, 2 independent Winton lighting plants. Bronze frames and plating, teak deck and trunk. Inside natural butternut, 4 staterooms, 2 baths, crew's quarters for 7 men, Ratsey sails, equipment renewed last year. An able hard working boat. Dining and lounging saloons below decks.

A Lawley-Built Express Cruiser

No. 637—John Wells design, 65'x12', two 6-cyl. 300 h.p. Sterling "Coast Guards" twin screw, speed 27 1/2, one year old, built-in Radio and Victrola. A gem of a boat for commuting, fishing, racing.

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YACHTS TO MEET ALL REQUIREMENTS.
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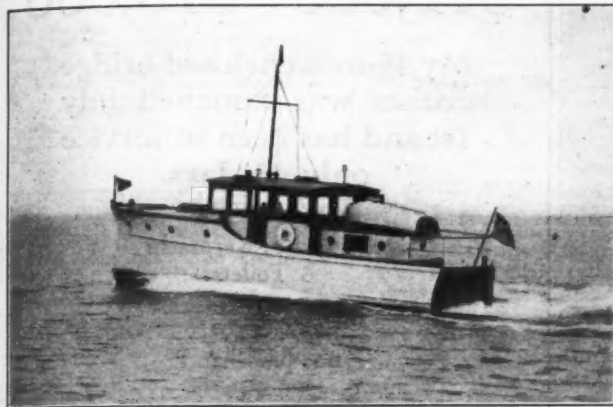
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12 H.P. Unit F.....	\$ 350
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40 H.P. B.E.F.....	\$ 850
60 H.P. B.E.F.....	\$1150

These motors have the factory guarantee of one year or more. They are bargains at these prices.
 Kermath Mfg. Co., 5879 Commonwealth Ave.
 Detroit, Michigan

FOR SALE—I want to sell my 38'-0" Cabin Cruiser, 8'-6" beam, sleeps 6, all complete and in first class condition. 30 H.P. four-cylinder, four-cycle Buffalo engine with starter, generator and storage battery all in good order.

Boat can be inspected at Boston and any reasonable offer will be accepted. C. W. Kimball, 6 Beacon St., Boston, Mass.

FOR SALE—36 ft. Bridge Deck Cruiser, 3 years old. Go South by water this winter D. C. Wain, Station L, Washington, D. C.

12 H.P. UNIVERSAL unit plant, \$145; 12 H.P. Kermath, \$165; 24-30 H.P. Red Wing unit plant, \$275; 25-30 H.P. Waukesha, \$225; 20-25 H.P. Kermath, 4x4, \$315; 20 H.P. Doman, 5x6, heavy duty, \$225; 30 H.P. Doman, 4x6, \$325; 40 H.P. Doman, 6x7, \$425; 40 H.P. Wisconsin six cyl., 4x6, with starter-generator, \$385; three cyl. 6x8 Standard, \$315; two cyl. 6x8 Buffalo with gear on extended base, \$345; 18-25 H.P. three cyl. Pierce-Budd, \$165. Large stock two-cycle marine engines. Badger Motor Co., Milwaukee, Wis.

FOR SALE—New Johnson Aquaflyer Speed Boat, priced for quick disposal. Fully equipped, cover and all. J. Paul Mullin, Sixth and Market Sts., Wilmington, Delaware.

FOR SALE—Slightly used 23 ft. raised deck cruiser. Excellent condition. Richardson Boat Co., Inc., North Tonawanda, N. Y.

FOR SALE—Enclosed bridge deck cruiser 40'x10'x32". New 60 H.P. Red wing motor, good speed, just refinished and a very handsome and able boat. Also sailing yacht "Sea Bird" Mahg. finished, new sails, and 12 H.P. Palmer engine in perfect condition. Quitting the game. C. Claude Scull, 1103 Atlantic Ave., Atlantic City, N. J.

GAR WOOD 450 H.P. Marine Engine, new, including Wright Oil Cooler and extras. Reason for selling, too much power for new cruiser now under construction. Will sacrifice for less than one-half of original cost. H. T. Reagan, 511 Citizens' National Bank Bldg., Baltimore, Md.

WANTED—To buy direct from owner, a Mathis Houseboat, about 60 feet to 75 feet. Give complete description, number of crew, etc., and if possible a picture of boat. Also lowest cash price. Address 53, MoToR BoatingG.

FLORIDA HOME with Boat House, near Gulf Mexico. Best Waterfront in State. Price under present building costs. Very attractive. Address Box 54, MoToR BoatingG.

FOR SALE—Hundred foot by hundred foot lot on Manhasset Bay in the new Carl G. Fisher Development, Bayview Colony, Port Washington, Long Island. All improvements completed, including dock and floats, enclosed swimming pool, tennis courts, etc. Boat or yacht can be moored in the best of anchorages 500 feet from lot. Four yacht clubs in immediate vicinity; thirty-five minutes by electric train to Pennsylvania Station, New York City. Would make excellent site for summer or all year home for yachtsman. Address Box 15 Care MoToR BoatingG.

Wanted to buy Curtis 0x5 aviation engines with and without marine conversion, A. H. Lawson, 215 North Ave., Milwaukee, Wisc.

FOR SALE

Sterling four-cylinder, four-cycle 20-35 horse power, in excellent condition, recently overhauled and rebuilt, 600 R.P.M., 4 1/2 x 5 1/2, weight about 600 pounds, Bosch dual battery and magneto ignition, suitable for cruiser or open boat. Owner installing larger motor. Price, \$398. Apply Box 14, care MoToR BoatingG, 119 West 40th St., New York.

WANTED—First class houseboat and cabin cruiser, suitable for Florida waters. Send full particulars, with price and photo, to P. O. Box 5, Miami Beach, Fla.

CAPTAIN—35, American and married, wants position on yacht going South for the winter, preferably an all year job. Experience in Florida waters. Thorough knowledge of off-shore navigation as well as pilotage. References as to character and experience supplied. Will not consider job as combination cook, deck hand and engineer on one-man boat. Box 52, MoToR BoatingG.

FLORIDA BOAT HOUSE and Home on Manatee River. No better location for boating and fishing. Price, thirty-six thousand. Address Box 54, MoToR BoatingG.

ADVENTURE!

Who would lend shoal draft yacht to hunt for lost Maya Cities in Central America? Expedition similar to one I recently described in MoToR BoatingG is soon showing off. Great sport and scientific prestige. Address Gregory Mason, 16 Gramercy Park, New York.

WANTED—40x10x3 Bridge Deck Cabin Cruiser. Send photo plan and cash price. Box 912, Wilmington, North Carolina.

YOUNG MAN desires berth on boat making Southern cruise. Knows boats and engines. Capable all around. P. O. Box 133, New Rochelle, N. Y.

We have to offer a number of decided bargains in engines, as well as boats and equipment. Please state your requirements. A. M. Deering, 162 Monadnock Bldg., Chicago.

LATE MODEL Hall-Scott Marine Motor, type LM-4, 125 horsepower, at 1,700 R.P.M. A real bargain in a wonderful marine motor. B. C. Wallace, Russell's Point, Ohio.

Wonderful Location for Yachtsman

Plot 4x120, Pelham Bay, Long Island Sound. Concrete Bulkhead. Private Beach. Grounds landscaped. Dock could be built at reasonable expense to twenty foot channel. Price reasonable.

Also beautiful five-room apartment, overlooking Long Island Sound, near the above, for rent, with private beach. Box 55, MoToR BoatingG.

FOR SALE—The exceedingly attractive raised deck cruiser "Grace G". Planking of cedar; frames of oak, fastenings throughout of bronze and copper; main deck and after deck are canvas covered; the exterior raised deck and trunk cabin is of Honduras mahogany; large bridge and after deck; designed by C. L. Seabury, Morris Heights, N. Y.; length over all 57 feet; length of water line 56 feet; beam 11 feet; draught 3 feet 6 inches; 22 tons gross; 19 tons net; cruising speed 10 miles; maximum speed 12 miles; built 1906; style of bow raking; stern tapered; raised deck and flush; steered from bridge; length of main saloon 13 feet; head room in cabin 6 feet 2 inches; 4 large extension berths; 2 single staterooms; total sleeping accommodations 8 persons; 2 toilets; anchors, chains and cables complete; electric lighted throughout; 10 foot dinghy; engine 1-6 cylinder, 4 cycle, speedway, 48 horse power, 2 gas tanks 125 gallons each, fresh water tank 100 gallons, crew's quarters forward; crew required 1 or 2 men; winter price \$8,500. Further particulars write Michael Gioe, 15 Whitehall Street, New York City. Telephone Bowling Green 8054.

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accommodates 6 in
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one paid hand
Complete Equipment

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FOR SALE

Miss Cherrystone 1—length 25 ft., width 4 ft., equipped with Roberts motor, 30 H.P., with a Frontenac racing head. She makes 30 M.P.H. Address J. B. Wise, Jr., Cheriton, Va.



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Fort Myers, Florida.
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coasts. TEN THOU-
SAND ISLANDS,
LAKE OKEECHOBEE,
Canals, Rivers.
ALSO Alaska COAST,
big game and GOLD
locating. ABSOLUTE-
LY SOBER, RELI-
ABLE. References ex-
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"MATTHEWS 38" single cabin cruiser, delivered new June, 1925, inventories nearly \$9,000. Will sell at big sacrifice if sold at once. Gas stove, tender, power bilge pump, special cushions, double gasoline tanks, and many other extras that make it complete. Kermath 65 h.p. motor, overhauled this spring. Will consider modern speed boat as part payment. T. F. Wilson, 350 Wayland Avenue, Providence, R. I.



FOR SALE—26x9 Day Cruiser with summer cabin, 20 H.P. Kermath engine. Must be seen to be appreciated. Wm. Bruns, 50 West 21st St., New York City.

WANTED—A Houseboat or Cruiser with deck house, about 45 ft. Send photograph and particulars. Must be bargain. D. Meredith Reese, 903 Emerson Tower, Baltimore, Md.

WANTED—Highspeed lightweight marine engine, 150 or 200 horsepower. Wisconsin model K.R.M. or N.R. preferred. Ernest Barbe, Box 214, Lake Charles, La.

MOTOR BOATING'S TWO NEWEST BOOKS

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Vol. VIII. Modern Motor Boat Designs and Plans

By WILLIAM ATKIN and Others

Vol. IX. The Plan Book of Cruisers, Runabouts, Auxiliaries and Outboard Motor Boats

By CHARLES D. MOWER and Others

ALL Plans, Blue Prints and Drawings are Large and to Scale. In these new books there appears a most varied and complete collection of plans of up-to-date motor and sailing craft which have ever appeared in print. Nothing has been omitted or left to one's imagination which would be of use in choosing the proper boat most suited to any one's particular requirements. Almost every type and size of craft is included, from the tiny seven (7) foot dink up to the motor house yacht. The types include both rowing and sailing tenders, folding boats, craft for outboard motors, both open boats and cruisers, V-bottom and round-bottom boats, sailing cats, hydroplanes and racing designs, speedy runabouts, day cruisers, bridge deck, as well as cockpit cruisers, even a flat bottom cruiser design and one of a new type house boat. With every design there is a complete description and many hints for building.

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Advertising Index will be found on page 170

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FLORIDA SERVICE

If you have a boat in Florida waters that you want sold, insured, surveyed, or cared for in any way; or if you wish to purchase one; I can serve you. Over fifteen years' experience as a Naval Architect, Shipbuilder and Inspector. My list of all classes of boats for sale and charter is very extensive.

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Established 1903

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Designing — Construction — Supervision

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Brokerage Insurance

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(Continued from page 54)

A New Coast Pilot

The United States Coast & Geodetic Survey has just issued a new edition of the United States Coast Pilot covering the Atlantic Coast from the St. Croix River to Cape Cod. The volume, which replaces a previous edition published in 1918, contains a wide variety of nautical information which will be of value to navigators for the purpose of supplementing their charts of this section of the coast. It has been compiled from information received from a number of sources including a special examination of the entire region by the Coast and Geodetic Survey. Sailing directions for the coast, inside passages, and for Boston Harbor and vicinity, have been carefully revised and rearranged in tabular form which, it is believed, will be more convenient for use by the mariner. Several sections, such as that devoted to radio service, have been enlarged considerably to cover present conditions. This volume is sold for 75 cents to cover cost of paper and printing, and may be obtained from any Coast & Geodetic Survey office or from Chart Agencies at numerous ports along the coast.

Annual A. P. B. A. Meeting

The Twenty-Fifth Annual meeting of the American Power Boat Association is to be held this year on the 27th of October, and will be conducted by Commodore F. R. Still at the new New York City home of the Colonial Yacht Club at 257 Madison Avenue. The Council of the Association will have a meeting in the morning, and the annual Association banquet will be held during the same evening. The delegates from over 130 yacht clubs have all been invited, and it is expected that a large number of these will be present during the afternoon and evening. Any changes in the racing rules governing the twenty-five valuable trophies which the Association holds in trust must be approved by the delegates at this meeting, as well as any other changes in the general racing rules of the organization.

New Outboards Win Races

In the big Regatta of the Maryland Yacht Club at Baltimore, J. T. Herbst of the Herbst Boat Works, was successful in winning the Class B. event with a new little boat which this company is building christened Kayo II. This company has started a serious production program of outboard engine boats, and has built over 100 fast ones this year. The little boat used at Baltimore is the latest development in this line, and has won many races in which it has taken part during the previous month. J. T. Herbst, the head of this company has always been a boat builder, even as a child when he embarked on his first effort at the age of 7, which was in the form of a trunk lid, reinforced with some orange crates. Last spring the company occupied a large building at the Liberty Shipyard, where large vessels were built during the war.

An Outboard Tachometer

The Elgin National Watch Company has started production of a Tachometer drive, designed particularly for Johnson Outboard engines. A special fitting has been prepared, and an arrangement for installing the Elgin Chronometric Tachometer on either the Johnson Standard Twin or the Big Twin Outboard engine has been arranged. This accessory has proven very popular, but until it was put on a production basis, the cost was very high. They are now available promptly. Outboard enthusiasts who have tried these declare that they are the finest thing ever and given them just the information they have been seeking.



The new outboard tachometer made especially for Johnson engines by the Elgin National Watch Co.

Aeroboard for Boats

One of the newest products which is being introduced into motor boat construction, is something called Aeroboard, and made by the Goodrich Rubber Company of Akron, Ohio. This material has the advantage of being light in weight, and yet strong, resilient, and flexible. It can be used for planking and bottoms on small boats, as well as for bulkheads and generally similar construction on larger boats. Boat builders who have had an opportunity of testing it, have found it convenient to work and apply, and it is being introduced rapidly to boat builders all over the country. The Goodrich Rubber Company is prepared to supply test samples to boat builders, so that they can convince themselves of its merits.

New Engine Catalogs

Engine manufacturers have issued new catalogs showing their latest products and among these are the Red Wing Motor Company's new booklet. This is an attractively arranged catalog, each page of which is illustrated with a typical installation of the particular engine described. It covers the full range of Thorobred marine engines from 7 to 150 h.p. Included in the booklet are also many illustrations of fine boats which have been successfully powered with these engines.

The Chrysler Catalog

Another new catalog is that which has been issued by the Chrysler Corporation of Detroit, and which shows the full details of the new Chrysler marine engine. It shows a typical installation for these engines as it is handled by the Chris-Craft Company in their 22-foot Cadet runabout. This engine embodies some of the most important innovations in engine design, and is far in advance of less modern engines. The engine is of the L-head six cylinder type, with a seven bearing crankshaft.

Both companies mentioned above will be very glad to send copies of their new literature to any readers of *MOTOR BOATING* who will write to them for same.

(Continued on page 120)

The
GENERAL OGLETHORPE HOTEL
TROPHY



For Outboard Motor Boats
 Classes B and C
 Savannah, Georgia—October 17-21, 1927



Obverse

MEDAL
 To be awarded
 to each contestant
 for the
 General Oglethorpe
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 Classes B and C



Reverse

J. E. CALDWELL & CO.
 PHILADELPHIA

Makers of the General Oglethorpe Trophies
 and other pieces for the United Hotels

Among the Danish Islands

(Continued from page 13)

we weighed anchor and stood out of Albuén anchorage under power, the sails hanging lifeless from their gaffs and our hearts full of pleasant anticipation. The morning was hazy and breathless and the sea smooth and gray. All night we had heard small motor trawlers chugging about us, their semi-Diesel engines turning over not much faster than four chugs to the second; and this morning the listless air was punctuated by the exhausts of similar engines. Scandinavia seems to go in for slow-speed engines of the most leisurely, reliable sort, and the noise of them is as characteristic of the waters as the rapid put-put of the fishing fleet is typical of Maine.

Steering various courses through the haze, we picked up buoys and ran north and east around the shoals off Laaland Island, and with each passing hour found ourselves six miles nearer Stor Ström. In early afternoon the sun burned through the clouds and when there was more east than north in our course the wind obligingly picked up from the latter point and we stopped the motor. Mirage accompanying the clearer atmosphere, we observed the curious but harmless effect of distant boats being cut in two and of trees poising in midair above the islands on which they grew.

Shortly before six in the evening we entered a dredged channel leading north of an island called Masnedo and after we had watched a railroad train glide in thin air from this island to the next we decided that we were approaching a draw bridge. Consequently we lowered sail and the Major kicked the motor over and we approached slowly, whistling for the draw.

We tried two whistles, and then three, and finally four, and finding that none of these signals had any effect on the bridge we eased in to where a light-house tender was moored to a wharf and made fast alongside.

Did anybody speak English?

Ja, there was one in a steward's white coat who had a word or two and he told us that we should have flown a flag from the mainmast to show that we wanted the bridge to open. How, we asked, could the bridge tender pry his eyes open wide enough to see a flag if he was so fast asleep that he couldn't hear a horn? A very pertinent question, but beyond the resources of the gentleman in the steward's coat.

Wherefore the Major and I stormed ashore and found the small house wherein three or four bridge officials sat around and made the air blue with Danish tobacco. They were not asleep but absorbed. With many gesticulations I made it known that we had a boat outside and wanted to pass through the draw. Watches were consulted and we were unmistakably informed that we could not go through until eight o'clock. But whether it was eight in the evening or eight in the morning we had no way of telling. I spoke as politely as I could in English and in German (my German goes much better in Denmark than it does in Deutschland) and one of the officials roused himself to talk into a wall telephone. Abruptly he rang off and signed to us that he would let us through the draw at once. No one will ever know what the original impediment was or how we had circumvented it, for the Major and I showered profuse thanks and hastened back to Lucette.

Again the motor kicked off—it really is a wonder, this Kelvin—and by the time we were in midstream the bridge was swung aside. Astern of us as we looked back at the closing bridge we saw mounting cumulus clouds obscuring the sky from north to south, and the word went forward to Anthony to get into his oilers and report every buoy.

Now when I write of buoys your imagination may picture large black can buoys and unmistakable red nuns with lights and bells and whistles such as we are accustomed to on the American coast. But buoys are far otherwise in Denmark. In narrow channels they are red sticks surmounted by one or two or three upturned brooms or white sticks with down-turned brooms. At a distance brooms look pretty much the same whichever way they are turned and in a bad light red and white paint are almost indistinguishable one from the other if indeed the buoys are visible at all. As we were supposed to be leaving Stor Ström (being bound to eastward) we had to leave red buoys to port and white ones to starboard.

I confess to more than a little anxiety as we entered this first narrow passage. It's one thing to go around with your own boat and kedge off at leisure, but when you're navigating another man's boat (and he is aboard) it's an entirely different matter. To make things worse the rain descended and trickled down my spectacles and my eyes were no better than they felt—like burned-out embers.

But everybody took a look ahead, and I had previously marked the compass courses on the chart, and although the visibility was presently reduced to a few hundred feet we eased along without casualty. The sensible thing would have been to anchor, but in the spot which I had tentatively selected as an anchorage we saw a boat under full sail standing still while men ran helter-

(Continued on page 76)

On the
Wilmington River

Something New in Climate

The General Oglethorpe Savannah, Georgia.

A modern fireproof hotel in the Spanish manner, facing the broad waters of the Wilmington River, will open its doors to recreation lovers

October 24, 1927

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ALL-YEAR HALF-WAY PLAY-GROUND

on the coastal highway between Florida and the North. A stop-over here, in one of the most beautiful and historic settings in America, will especially reward the sportsman.

GOLF—The hotel's own course, right at the door, is laid out through palmetto groves and natural hazards, and is playable the year 'round. Five other fine courses in the vicinity.

FISHING—In the waterways surrounding the hotel is some of the finest fishing in the country. Deep sea fishing nearby.

HUNTING—Deer and quail abound on the islands nearby.

BATHING—A magnificent artesian water swimming pool and diving tower in front of the hotel. Famous Tybee Beach on the Atlantic only a few miles away.

BOATING—The Wilmington River—part of the Inland Waterway System from New York to Miami—is ideal for motorboat and yachting races.

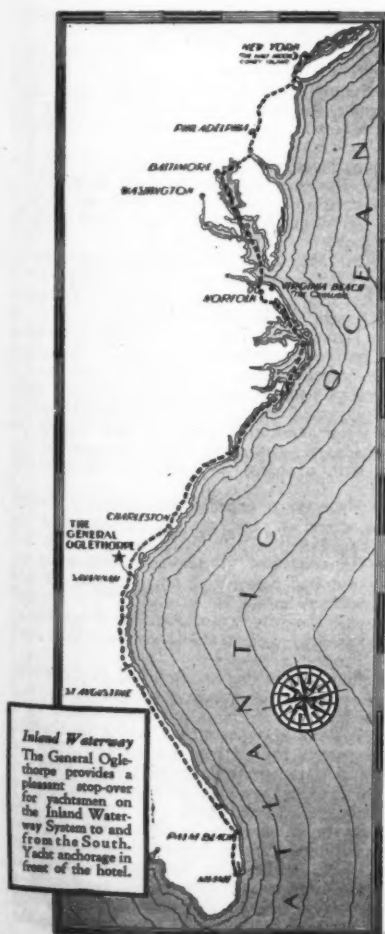
Music, dancing and Southern cooking—balmy days and cool nights—a climate that avoids extremes of weather.



Write for rates, routes
and other information.

The GENERAL OGLETHORPE

SAVANNAH GEORGIA



Inland Waterway
The General Oglethorpe provides a pleasant stop-over for yachtsmen on the Inland Waterway System to and from the South. Yacht anchorage in front of the hotel.

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NEW YORK TO COAST OF FRANCE

NEW YORK TO GERMANY

NORTH POLE FLIGHT

CALIFORNIA TO HONOLULU

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These glorious achievements prove again the complete dependability of AC Spark Plugs. You can obtain the same high quality of insulation, electrode and continuous performance that made these record breaking flights possible in a super AC Plug especially designed for marine engines. Ask for the AC LONG LIFE PLUG

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Why AC Long Life Plugs excel at heavy duty marine work

RECESSED INSULATOR. Knife edge ring attains sufficient heat to burn away oil deposits.

LARGE CENTER ELECTRODE. Extra durability due to large size and improved nature of alloy.

BAFFLE AT FIRING END. Shields insulator and center electrode from full heat of explosion.

LARGE SIDE ELECTRODE. Especially designed to insure permanent width spark gap. Electrically welded to shell giving perfect thermal contact.

The choice of speed boat pilots everywhere

AC Spark Plug Company, FLINT, Michigan

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Makers of AC Spark Plugs
 AC Speedometers—AC Air Cleaners
 AC Oil Filters—AC Gasoline Strainers

AC-TITAN
 Clichy (Seine)
 FRANCE

Advertising Index will be found on page 170

Among the Danish Islands

(Continued from page 74)

skelter around her deck—and we concluded that if she was aground there was no reason why we should be. Besides which the wind was picking up and blowing across a two-mile stretch, and one needn't have read more than the primer of nautical lore to know that a nasty sea can pick up in a sound two miles wide and eight feet deep.

So while Jim, the only member of the crew who was below and warm, cooked dinner, we motored along and hoped that we would beat the darkness to a secluded anchorage. Down streamed the rain as we rounded a point and headed northeast. Buoys disappeared in the wet dusk, but a wharf jutted out from land and off the end of it two round-bellied sloops lay at mooring. With their brightly varnished sides they had a friendly, yachty look and we told Anthony to make his anchor ready. Then as we proceeded slowly we gained a weather shore and decided definitely that we had come to the right spot. Down went the hook and up rose the call for chow. Simultaneously the rain stopped and the air cleared and the sun began its final plunge beyond the hamlet of Petersvaerft—our first close glimpse of Danish rustic life.

We ate supper, launched the dinghy and rowed ashore looking for products of the dairy and the henry.

In a previous voyage it has been recounted how Paul, entering a Cuban shop and uttering the Spanish word for eggs was informed by the shop-keeper that he did not speak English. Although Paul has since learned to speak Spanish like a native (of Colombia) he has always smarted under this affront to his linguistic ability and deep down in his heart had resolved to clear his escutcheon.

Consequently when we approached a farmhouse, white stuccoed, thatch roofed, and hospitable looking, and knocked at the door, Paul stood by his nerves atingle. P. L. and I asked for milk and as the word in Danish is almost identical were readily understood. Then we asked for eggs and received blank looks from the broad-beamed farmer who held the door open and from his angular wife who stood beside him. "Eier," we said in German, "ouefs," in French, "huevos" in Castilian Spanish. Still the blank looks from the yeoman and his wife.

Then Paul came to bat, like Babe Ruth in a desperate ninth inning. Shaping thumb and forefinger to an oval he held his hand aloft and declared slowly and distinctly, "Eggs, aigs, eggs."

"Aeg," cried the farmer, the light of understanding in his eye. "Ja, ja, aeg," and straightway produced a basket with plenty of them in it.

Paul's mastery of languages was vindicated and we had our aeg for breakfast. . . . But getting Jim to boil them soft is another and more poignant story. Often we wish we were in the tropics where we could get him turtle eggs which can't be hard-boiled.

After this adventure the Major led us along leafy roads, pointing out the anemones, wild geranium, and other flowers which grow in England and America as well as in Denmark. We noted particularly the wild carrot, which is as profuse as it is in Connecticut. But the Danish weed has none of the luxuriance and hardness of our native product, and we marked this down as an instance of the backwardness of European nations. . . . Running to keep warm, we turned back to the ship, for early June in this part of the world seemed to us like late March at home, and there was a nip and the promise of more rain in the air. When at nine-thirty it was quite dark, we reached the wharf and rowed aboard, arriving just too late to miss the rain.

During the night the current changed, proving that it doesn't always stream in one direction, and we lay broadside to the wind which had the suggestion of ice in it even after it had filtered through four blankets. But at nine-forty-five when we were again underway we had wind and current with us and decided to get along without motor or mainsail. The foresail and headsails gave us all the way we needed for Bøge Strøm which we were now approaching, and all hands were kept busy picking up buoys and ranges.

Sailing on a stern range is not the easiest thing in the world, especially when as in one case the range consisted of the east part of a clump of bushes just open of a church steeple on a distant island. The problem of determining which bushes and which steeple was too much for us and we romped along as best we could until the next recognizable mark showed itself.

From Petersvaerft to Bøge Strøm is thirteen miles and we made it in something more than two hours, only once calling on the motor to push us into the wind when the direction of the channel would have made tackling necessary. Just before entering the Strøm (ströms have had a particularly unpleasant connotation since I reread Poe's Maelström a few weeks ago) there is a choice of two narrow ways, and in studying the chart I had decided upon the more easterly of the two. But on reaching the

(Continued on page 78)

OBERDORFER AUTOMATIC BILGE PUMP

*Keeps Your Boat
Dry and Ship-shape*

HAVE you ever been embarrassed by bilge water slopping over your guests' white shoes? Whether anyone is on board or not the Oberdorfer Automatic Bilge Pump will always keep your boat dry and ship-shape.

A dual switch near helm gives automatic or constant action as desired by a flip of the finger. Easy to install. Operates from 6 or 12 volt ignition or lighting battery.

*Capacity up to
350 gal. per
hour.*

*Non-corrosive.
Will not clog.
Remote
control.
Low current
consumption.*

Available for both 6
and 12 Volt Service

Patents
Applied
For

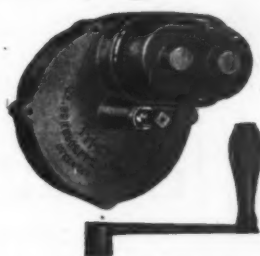
Quick Replacements On Circulating Pumps

LEADING marine supply dealers stock Oberdorfer Bronze Gear Circulating Pumps in all standard sizes, types and forms for immediate replacement on any marine motor.

Half a century's experience brings to Oberdorfer Pumps new records for efficiency and dependability. Positive in action. Non-corrosive. Double bearing. Fully lubricated. Made for hard service.

Send for Bulletin D.

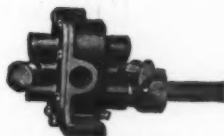
M. L. OBERDORFER BRASS CO., Syracuse, N. Y.



HAND BILGE PUMP
For use where current is not available. Speedy and efficient.



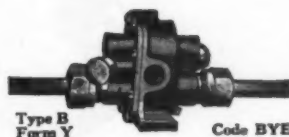
Type A-Form X
Code AXE



Type A-Form Y
Code AYE



Type B
Form X Code BEX



Type B
Form Y Code BYE

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For Marine Motors. Gear type—brass throughout—double bearing—fully lubricated.



JUNIOR AND LITTLE GIANT
Motor driven all-purpose pumps. For bilge, galley and lavatory supply pumping, deck flushing, etc.

Oberdorfer Pumps



LAYING UP TIME is now at hand

Protect the good old boat with a well made canvas cover. You will be amply repaid next spring by better appearance and labor saved.

Send us dimensions and we will quote you a low price.

Now is a good time to take our Catalog and figure up your needs for next year. If you do not have a copy send for it.

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Sailmakers and Riggers

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January 12th to 14th

We invite yachtsmen and their friends to visit this beautiful community on the scenic Indian River, where you can enjoy life to its utmost. Plan especially to come for the Orange Festival and Carnival, January 12th, 13th, 14th.

COCOA CHAMBER OF COMMERCE

COCOA, FLORIDA

On the New Dixie Highway

Among the Danish Islands

(Continued from page 76)

fork we saw a local boat taking the westerly route and on the spur of the moment followed him. Such last-minute decisions are frequently unwise and invariably disturbing, for to me, at least, buoys and landmarks appear distinctly unfriendly unless I have first gained a mental image of them from the chart. To make this experiment more upsetting the local boat cut a few buoys (which is a thing no stranger in his right senses should ever do) and I had a very bad quarter of an hour. The depth in the Ström and leading to it is only eight feet, and outside the channel this depth shoals to two or three, and while Lucette draws less than six feet it is pleasant to keep her comfortably afloat.

However, the lighthouse—an unwatched affair about eight feet high planted in the middle of nowhere, with the wreck of a fine schooner a few hundred yards from it—showed itself in due course of time, and we steered for it with Anthony at the lead. Passing between the light and a buoy we squared away in mid-channel, hoisted the mainsail, boomed the forestaysail to port and said goodbye to care and worry.

At the far end of Bøge Ström we found ourselves once more in the Baltic proper, with prominent landmarks to steer by and plenty of water all around and beneath us. Copenhagen lay forty miles ahead, and although the wind failed us at times, we kept the motor in reserve and averaged five knots. Beyond Cape Stevns, remarkable to us because of a string of rowboats hauled bow first half way up its hundred-foot sandy cliff like so many pumpkin seeds hung out to dry, the day showed signs of becoming squally, and far astern we saw showers of rain pouncing down and darkening the sea.

At five-thirty, passing close to Drogden Channel lightvessel, which marks the southern approach to Copenhagen, we were overtaken by one of these squalls of wind and rain and for the first time on the cruise observed how our vessel took a sailful of wind. She heeled to it, but kept her rail out of water and tore along, the log spinning madly. At seven when our course had been changed to northwest to leave a middle ground to starboard, another squall made up and blew toward us from Copenhagen. Having in the first one seen how stiff Lucette is I would foolishly have had her take this one all standing. But on the moment a big coasting schooner dropped the peak of her mainsail and triced up the tack and at Anthony's suggestion we also shortened down, lowering the fore and scandalizing the main. The squall struck full blast and our rail went almost under and when she had righted Lucette began drifting toward the middle ground.

Here was the time for the motor and the Major dropped into the engine-room. Haste was indicated, but the Major is a careful man and some instinct warned him to open his petcocks and turn the engine over before switching on. He was rewarded by a jet of water from the second cylinder and then another and another as he kept on cranking. Lucky for us that he had been cautious. The sea had been following us for some hours and the muffler pipe had filled and drained into the cylinder whose exhaust valve had been open. Had he started up with petcocks closed the cylinder head would have been broken by the uncompressible water and we should have been in for it.

But the engine started readily enough on three cylinders, in a few minutes dried the other one, and with all our canvas furled we made for port. Ahead of us a fleet of racing sloops—a few six-meters intermingled with representatives of local classes known as Havlits and Maages—shot across the wind, lying over until their crosstrees nearly touched the water. Above us the black clouds raced, and around us the wind tore and carried its stinging messenger of cold. We decided that Danish yachtsmen who race for pleasure in a wintry squall at half past seven of the evening are a hardy breed—but we also understood why we had seen so few of them cruising about since our departure from Kiel.

Entering by the Lynette Lob (channel) we saw in the outer harbor long rows of yachts lying to mooring and decided upon a run up and down the row before selecting our own. But as we began this tour of inspection we were hailed by an English-speaking yacht hand who advised us to enter the Lystbaadehavn (which looks bad on paper and sounds worse in Danish, but only means pleasure-boat-harbor). Following his advice we passed slowly between two jetties and found ourselves in a snug enclosure about 200 yards square, lined on three sides by moored pleasure craft and on a fourth by a long, low boathouse. Accepting further advice from landlubbers ashore we made fast to a buoy and were about to warp our stern into the quay when a dignitary in a blue cap and a rowboat (the blue cap on his head and the boat beneath his feet) sculled out and told us unmistakably that we couldn't stay and the reasons therefor. He spoke Danish, but it is surprising how similar the two languages

(Continued on page 88)

T. Clawson Slaughter's 30 ft. "Virginia" powered by "Super-four" with Universal Reduction Drive.



T. CLAWSON SLAUGHTER
MEADOWS FLEETON VIRGINIA

FLEETON VA. August 18, 1927

Universal Motor Co.,
Oshkosh, Wisconsin.

Gentlemen:

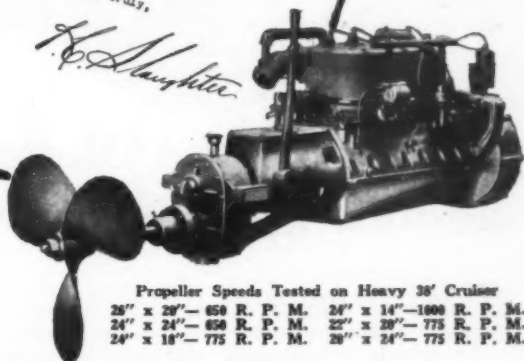
I wish to advise you that your Super-four 15-30 H.P. model GLS, reduction gear motor, purchased from you some time ago was all that you said it would be, and even more.

The "Virginia" which I put it in was a Chesapeake Bay type work boat known as the Dead Rise Buil. Boat. However this type boat was improved on somewhat and we now call it the Chesapeake Bay Cruiser type.

The boat is 30' over all and 7'6" wide; sides 30" deep. She will make from 12 to 14 miles, and is one of the quickest to get away I ever saw. In fact, if the boat was moving slowly ahead and the engine was thrown open it would throw you off your feet.

Yours very truly,

T. C. Slaughter



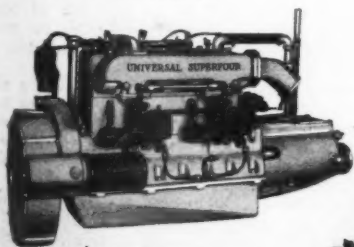
Propeller Speeds Tested on Heavy 38' Cruiser

26" x 29"	650 R. P. M.	24" x 14"	1000 R. P. M.
24" x 24"	650 R. P. M.	22" x 29"	775 R. P. M.
24" x 18"	775 R. P. M.	20" x 24"	775 R. P. M.

Tremendous Acceleration 12 to 14 M. P. H. with Super-four 15-30 H.P. in 30-foot Heavy Boat—7ft. 6in. Beam

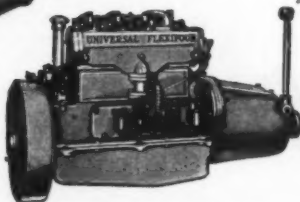
How could you express a picture of POWER more graphically than Capt. Slaughter's letter above?—"If the boat were moving slowly ahead and the engine were thrown open, it would throw you off your feet."

Your ideas, too, of what a heavy boat can be made to do, will be "thrown off their feet" when you see a Universal Reduction Drive Motor in action.



Only \$670.00

Model GLS—15-30 H.P. medium speed type, complete with reverse gear and electric starting, lighting and ignition system (without battery). Weight, 425 pounds. Price \$345. GLS-B with built-in reduction drive, weight, 495 lbs. Measures only 17 1/4" x 39 1/2". Price \$670. Model GLH—25-45 H.P., high speed type. Shown above. Same equipment, same weight as GLS model. Price \$595. GLS-B with reduction drive, weight, 495 lbs. Price \$720. Super-four supplied as 50 H.P. special racing motor for 151 class. Weight 300 lbs. Price \$625.



New 1927 Flexfour, lighter, sturdier, overall length reduced 5 in. Only one place to oil. 10-15 H.P. delivering one full extra horsepower over the entire power curve. Reduction Drive optional.

With this lighter, compact, less expensive, small consuming power plant, no speed is sacrificed—your heavy boat grows wings, and your dollars don't.

For \$670 you can duplicate the "Virginia's" Super-four GLS 15-30 H.P. motor complete with reduction and electric starter. Operating costs are slashed to a fraction. Savings with Super-four are recorded as high as 14.8c per mile in gas and oil.

All this with launch-like control from drifting gait to full speed.

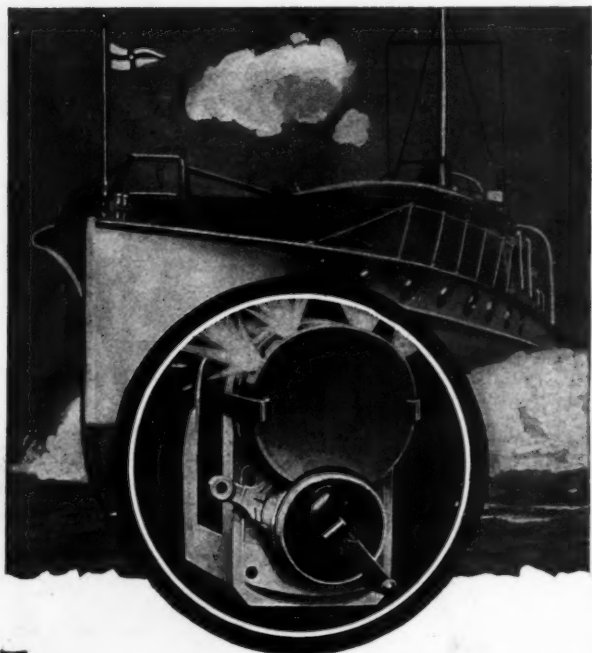
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It Insured the Oheka II against ignition troubles

THERE was just one requirement for the ignition on the Oheka II. It must be dependable—dependable at the highest speed this 37-mile-an-hour cruiser might operate.

The magneto chosen as meeting this primary requirement was the new Original-Bosch Super-Energy Magneto. At the highest speed any boat may operate, this new waterproof magneto gives the same absolute dependability that has characterized Original-Bosch magnetos for 40 years. Its maximum operating speed has actually been proved to be higher than the highest engine speed yet attained. It gives a more powerful, cleaner running engine; lowers fuel consumption and lengthens engine life.

The Maybach Motor Company has equipped its three 480 H. P. engines on the Oheka II with six Original-Bosch Super-Energy Magnetos—certain that in so doing it has definitely insured this high powered cruiser against ignition troubles!

* * *

Equally as dependable as the magneto on the Oheka II is the horn—for it is an Original-Bosch Marine-type horn, especially designed for the peculiar conditions of motor boat service.

ROBERT BOSCH MAGNETO CO., Inc.
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The Original
Bosch
Super-Energy
——**Magneto**—

The full name Robert Bosch and the trademark at left appear on all Original-Bosch products—your guaranty of Original-Bosch quality as known the world over since 1887.

Up and Down Glen Canyon

(Continued from page 31)

In form it was much like the one at the beaver dam above the long lagoon, only much larger and with a considerably greater fall of water tearing through it. It was the weight and power of this tumbling water that made the job of opening a channel with the axe one not lightly to be courted. With much of the drift plainly in a state of unstable equilibrium, there was always the chance of cutting or dislodging a key log and starting the whole jam and its impounded lake rolling toward the sea.

Higley insisted on continuing his job as chief chopper, and Priest and I, with reiterated cautions as to letting neither himself nor the only surviving axe fall between the logs, allowed him to have his way. The axeman ran rather more chance than the others of tangling himself up with the jam in case it gave way, though in the event of a general break-up it was hardly likely the logs were going to play any favorites.

As before, Priest let the boat down from above as the way was cleared, while I stood by to catch whatever or whoever came out below. The chute by which I was stationed, though not over six or seven feet in width, had a terrifically swift current and was very deep. Both times I fell into it I found myself in the pool fifty feet below in the wink of an eye without touching either bottom or the sides.

The power of the water surging under the dam was evident from the way it kept snapping logs only partially cut through by Higley's hard-plied axe. Considerable quantities of drift and debris came down each time a supporting log was severed, but not until the channel was almost cleared did the main pile begin to show signs of restiveness.

Shiverings, crunchings and a slight subsidence were warnings too ominous to go unheeded. Rather than run the risk of cutting what might well have proved to be the key log holding the jam in place, we decided to trust to the strength of the current to force the boat under the last ten feet of timbered tunnel giving to the open chute below. The logs were high enough above the water to give clearance if the skiff could only be kept from swinging sidewise. Swinging meant an inevitable capsize, of course, but even in that event we figured that most of the floatables could be salvaged from the eddies below.

Lashing the load in the bottom, Higley and Priest lined the skiff carefully down over the cascade in the opened channel. Holding the bow up-stream, they then paid out the painter until the stern ran squarely into the mouth of the tunnel and then turned it loose.

An instant later the little craft flashed by me with the speed of a torpedo and on into the quiet water under the left bank. I had planned to grab the stern as it appeared, ease it in to the bank and ride through to the pool below. I could as readily have mounted the back of a plunging porpoise, so that it is probably just as well I did not risk an upset by trying it.

When I waded out to where the runaway waited in the eddy below, it was to find that the gauntlet had been run without shipping a spoonful of water or knocking down a handful of rotten drift from the narrow tunnel through the dam. This was real luck, coupled with good judgment on Higley's part in clearing a way into the jam and starting the boat right for the dash through.

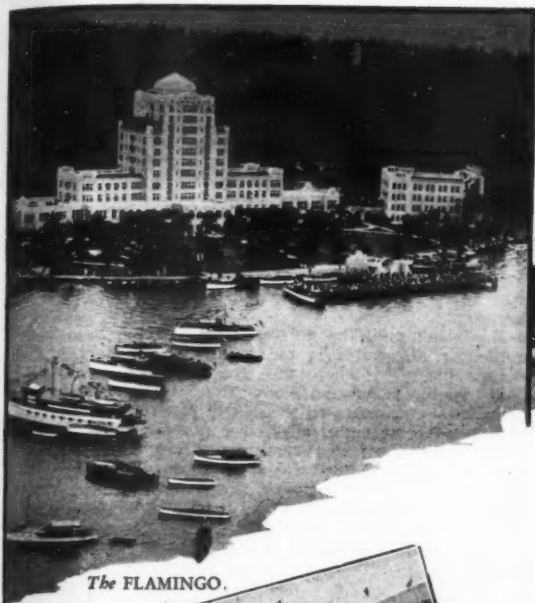
It was below this jam that, for the first time, we began to notice fish jumping in the swift-flowing water, one of them landing in the boat as it was humping down a root-formed riffle. Yellow fins and gills and a silvery suit of scales marked the little visitor as a probable member of the perch family. Coming from a clear cold stream it promised to be highly edible—a really appetizing fryer.

We were just putting our heads together to devise a plan for catching a mess of fish for supper when the drifting boat grounded on the bar between two diverging streams, hung up, so to speak, on the horns of the dilemma as to which was the proper course. Evidently our rediscovered river was going to start its former trick of leaking away in dribbles.

We turned down the larger channel to the right; but this divided and subdivided so rapidly that at the end of half a mile we were stopped dead against a wall of brush and drift-wood. We located three places where little streams were sneaking away into the jungle on the quiet, and only one of these had enough water to float the boat.

Several logs had to be cut away to open the head of this channel, after which the trouble was mostly with the low-hanging brush. Young willow growths were easily pushed aside or cut away, but the thorny mesquite was inclined to fight back. Higley and his axe had something the best of the argument, Priest and I rather the worst. Priest took his

(Continued on page 82)



The FLAMINGO.



The NAUTILUS

Come to MIAMI BEACH *America's Winter Playground*

COME this Winter to Miami Beach, the world's most famed resort in the semi-tropics of Florida, and enjoy summertime sports in the outdoors, where it's June in January.

Here every moment of the day is aglow with life, and the call of play is irresistible.

Boating — Bathing — Fishing
Golf — Polo — Tennis
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hotel accommodations address:

THE CARL G. FISHER HOTELS

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MIAMI BEACH, FLORIDA

Every March the Great Southern Regatta is held on Biscayne Bay at Miami Beach. Among the important events is the race for the Miami Beach Trophy, representative of the Southern Free-for-All Championship. Be sure to see these races next year.



Up and Down Glen Canyon

(Continued from page 80)



Penetrating Blasts!

ANY GOOD WHISTLE will do when weather is clear! But the quick rising of gloomy fog . . . the very fog that obstructs your efforts to be heard . . . will make you grateful for your Cunningham Whistle!

Here is a whistle that *does* penetrate. The Cunningham is an entirely new conception of a disc whistle . . . based upon scientifically sound principles.

It's a noisy whistle, if you please, and its individualistic tone fairly *cuts* the densest fog!

And what's more, the Cunningham is the *most economical* whistle that science can produce.

For use on every type and size of craft . . . on docks . . . trains . . . busses . . . in fact, wherever you must be heard!

Booklet M-2 is informative.

Ask for it!

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Seattle

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Fairbanks, Morse & Co., Boston, New England Distributors

punishment quite stoically, but my own nerves and temper must have been frayed about as badly as my shirt before we came to better going—and I threw the remnants of the shirt away.

After an hour of chopping, tugging and shovelling, we won through to a pool where the first of the renegade streams came sneaking unobtrusively and shame-facedly back. A little below another fugitive returned to the fold and from there on navigational obstacles were less frequent for a while. Here and there were stretches where wheels or skids would have been of some help, but most of the time there was water enough to carry the skiff with only the occasional fouling of a root or snag.

Bumping along until the difference between mud and water was no longer discernible in the fading autumn twilight, we camped for the night where the stream divided at the head of a long narrow island and many stranded drift logs insured a roaring fire. According to the course plotted by Priest and Higley we had come eight miles since morning, about half of it through badly obstructed channels. Considering the character of the obstacles, this was highly encouraging progress.

After a quarter of a mile the next morning returning streams came bounding back at almost every bend. Most of them carried water that had broken away above, but here and there considerable seeps came from extensive ponds left from the June overflow.

The channel we followed became deeper and more open as its volume augmented. With only the occasional prod of a pole or the slap of an oar we averaged a good six miles an hour all the early forenoon. The speed of the stream increased with the declivity of the slope down which it ran—probably the side of an outreaching arm of the main delta cone.

Such easy and exhilarating navigation seemed almost too good to continue, and it was with less surprise than disappointment that the sudden looming of a mountainous pile of driftwood appeared to signalize the end of it. The absence of slack water indicated that the stream was not completely blocked, and when the rippling song of the stream sunk from a silvery treble to a rumbling bass it appeared that the escape was effected over a considerable fall.

The skiff sucked hard against the logs where a part of the stream ran under the drift-pile, but with most of the water surging back and round to the left it seemed worth chancing a run through. Clearing the end of the obstruction, the boat teetered giddily for an instant on a verge of intertwisted roots and then went bumping down a foam-white cascade to a violently agitated pool below.

What a sparkling vision that was! Through the sun-shot mists ahead a second stream was discerned leaping forth from the bosky depths of the jungle and tumbling down a terrace of mossy steps to mingle its flow with that of the one down which we were about to bump. We had arrived at another Meeting of the Waters.

The difference between the upper and this lower rendezvous of streams was mainly one of atmosphere. There the nuptials were solemnized in the dusky nave of an old cathedral, a cold place of subdued lights and brooding shadows; here they were celebrated in rainbow-bright sunlight, with a flashing gaiety of colors and attuned to the note of carnival. Yet for almost unbelievable natural beauty one was not less lovely than the other.

The cascade had a fall of perhaps ten feet in fifty and was open enough to make the run a thing of excitement rather than of risk. The flash of leaping fish laced the air with a silver network all the way down. One quivering crescent of brightness cleared the gunwale and landed against my bare foot as the plunging bow scooped out a pool half way down the cascade; a second flopped into Priest's lap as the boat shot through the rainbow arching above the dancing mists at the foot.

Solid green water came over the side as we plunged into the fountain where the tumbling waters coiled and swirled in their first embrace; then the skiff was shot across the pool and into a swift, evenly-flowing chute draining down to a smooth, quiet channel leading away to the west.

The waterway in which we now found ourselves was narrow, deep and comparatively open. Its steep, evenly sloping banks and comparative straightness gave it much of the seeming of an artificially excavated canal. Room and occasion to use the oars came with a broadening section and a slackening current.

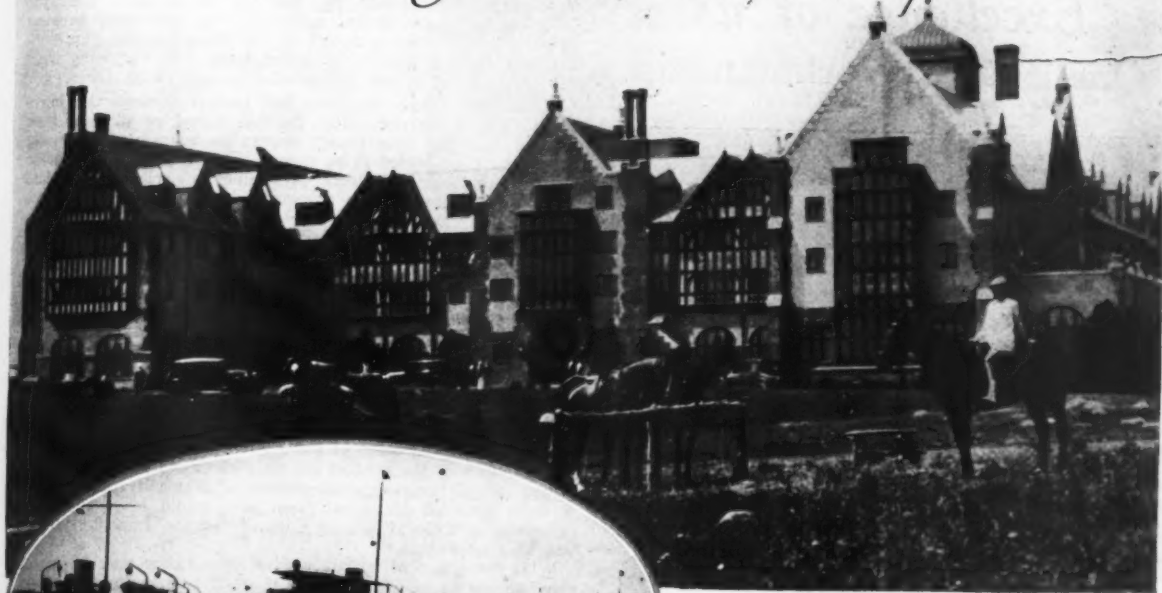
After pulling for a little over half a mile we came out upon a broad lagoon, a winding stretch of water apparently very similar to that which we had navigated for four miles above the great log-jam. Its general direction was north and

(Continued on page 84)

MONTAUK BEACH

The Yachtsmen's Playground

On Long Island's Slender Tip



Montauk Manor is a most modern and fire proof hotel.



Visiting yachts moored at the Montauk Yacht Club Pier in Fort Pond Bay

A WEEK end or a longer visit at Montauk Beach will prove to be one of the finest and most interesting vacations you've ever experienced. Come before the season closes, and bring your boat, too. Every convenience is provided for yachtsmen at the Montauk Yacht Club Pier in Fort Pond Bay until dredging the most perfect land-locked yacht harbor in the world—in Lake Montauk connecting with Long Island Sound—is completed.

Polo — Swimming — Tennis
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Express train service on Long Island Railroad
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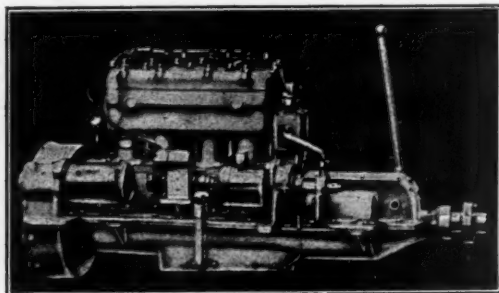
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 High Speed 55 H.P. at 1600 R.P.M.
 Bore, 4 1/4"; Stroke 5"
 Full 100% Reverse Speed

The BRENNAN E-4

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All models are equipped with a full 100% Reverse Speed

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Advertising Index will be found on page 170

Up and Down Glen Canyon

(Continued from page 82)

south, with only a slight but perceptible current indicating that it drained in the direction of the Gulf.

Poring over his maps while we drifted, Higley finally announced that the slough in which we now found ourselves was undoubtedly the upper end of the deeply scoured channel of the Pescadero drainage area of the delta, and that we were likely to encounter few further obstructions between there and tide-water. This subsequently proved to be the case so far as jams and dividing and dwindling channels was concerned; the menace and might of the great tidal bore, now coming to its full strength with the waxing moon, had still to be proved.

The prime object of our trip had been accomplished with the crossing the delta cone. We had set out to learn what the Colorado had done toward making a way for itself between where it was diverted from the old Bee channel at the Pescadero Dam and where it found open going to the Gulf. Starting from the former point we had finally won through to the latter.

We had seen how the river had broken through the intervening jungle, but only after the last pound of silt had been strained from its once muddy waters to augment the already dangerously pyramided delta cone. We had found indubitable evidence that the engineers protecting Imperial Valley had won the first round of the renewed fight, but we also saw how vitally important it was that they should continue preparations for the crucial rounds to follow.

We learned, in short, that while a lengthening of the Pescadero Cut, the raising of levees, and perhaps a dynamiting of some of the log-jams, could be counted upon to keep a southerly drainage channel open to tide-water for a limited time, the only certain way that the menace to the Imperial Valley may be removed for all time is by a flood-control dam in Boulder, Black, Glen or another of the middle canyons of the Colorado.

But having established these facts was one thing, and getting the information out to where it could be acted upon was quite another. In order to get back to Imperial Valley it was necessary to voyage fifty miles or more farther down to the little port of La Bomba at the head of the Gulf of California, from where a road wound back across the desert to Mexicali and Calexico. A radio message dispatched from here would bring the autos promised by Chief Engineer Carberry of the Imperial Irrigation District.

With the practical certainty of a broadening and deepening river before us in which to use the outboard motor, we confidently expected to reach La Bomba inside of the next twenty-four hours. This optimistic reckoning failed to take into account several important factors, chief among which were the raging tides just coming to their full strength with the full moon.

Our first half day's run down the open Pescadero was very creditable considering the fact that the far-carried gasoline proved wet and dirty, and that the outboard, even when we could induce it to run on the vile mixture tended to settle down the stern of our overloaded boat so far that constant bailing was necessary to get rid of the shipped water.

Now and then where the river narrowed there was a current of a mile or more an hour in our favor, but these constricted stretches were also blocked with occasional fallen willows, reaching from bank to bank. In only one or two instances was it necessary to cut our way through these obstructions, so little time was lost. At no point did we encounter jams of logs large enough to close the channel.

A half dozen duck, brought down by Priest's shot gun as they flew overhead on their way south, gave a welcome change of menu for supper and breakfast. The fish which had jumped aboard while running the riffles above also proved delicious; so did a couple of brace of quail which ventured too close to our camp.

After running a series of clay riffles the next morning, where a fall of two or three feet to the hundred was responsible for slightly broken water and a fairly rapid current, we began to notice the peculiar pock-marked erosion along the water-line which only comes from the action of a rising and falling of the level, usually from tidal action. From our previous experience of the movement of the waters of the delta, none of us had expected to encounter tidal movement for another twenty or thirty miles yet, but we were not long in accounting for the unmistakable action of a rise and fall when we considered that the nearing full moon was almost certainly setting the great bore from the Gulf running.

While we knew that the bore was only in its greatest strength at the spring and fall equinoxes, it still seemed probable that the full moons of the months following and preceding those

(Continued on page 86)

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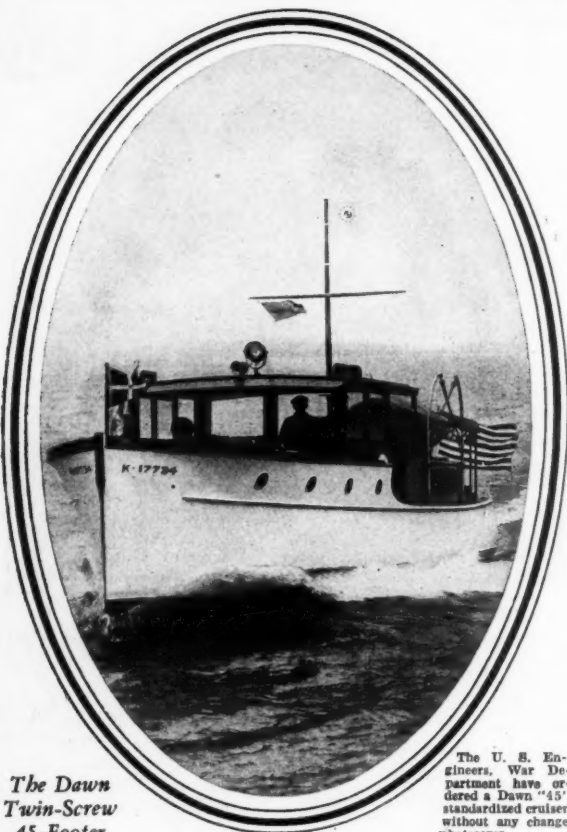
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Up and Down Glen Canyon

(Continued from page 84)



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45-Footer

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S DAWN CRUISERS 2

Advertising Index will be found on page 170

dates would also have very heavy tides. And so that great rushing wall of in-running water from the Gulf of California—second in size and strength only to the famous Hangchow Bore of China—was forced into our calculations for the first time. Bucking the bore had formed no part of our plan when we embarked three men in a one-man boat.

The channel broadened and deepened all morning, with a falling water-line indicating that a current which continually increased in speed was that of a rapidly-ebbing tide. When we came to the seaward rushing Hardy a little before noon we were confronted with the alternative of following it down at once toward La Bomba or trying to find some nearer point from which a message could be dispatched to Calexico. Higley thought it possible that there might be a telephone from the Mexican customs station where the road skirted the foot of the Cocopahs, now towering high against the western skyline only a few miles distant.

As the Hardy also swung over against the Cocopahs at the point where the customs house was known to be located, it was evident this could be reached by an eight or ten mile run up that river, which had carried the main flow of the Colorado from the time the latter had turned westward in the break of a decade or so previous up to the construction of the Pescadero Dam earlier in the present year. Since this promised to save us forty or fifty miles in a boat ill-fitted to face the raging tides of the delta, and also give the autos almost as much less desert to traverse in reaching us, it seemed worth while to make the attempt to get word through from this comparatively nearby point.

When an attempt to run up against what was at least an eight-mile ebb of tide with our wheezing old outboard resulted only in the loss of a quarter of a mile and the near swamping of the overloaded boat, it was evident that we would have to await the turn before progress could be made in the desired direction. Pulling in against an uncovering mud-bank, we took advantage of the enforced delay to build a fire and broil a trio of ducks Priest had shot during the morning.

The channel of the Hardy had been broadened greatly since my first voyage down it a number of years previously, but—taking a bearing from the mouth of the Pescadero and a pinto patch due west near the summit of the Cocopahs—I was not long in identifying the willow and mesquite-fringed bank on which we had built our fire as the scene of a lively bit of action that marked my earlier visit. I told the yarn to my companions the while we wolfed the succulent breast and drumstick of mallard and waited for the turn of the tide.

As it was not the season of the tidal bore when I made my first voyage down the Hardy, I had been following the practice of allowing my boat to drift at night. In this way I had passed the mouth of the Pescadero in the darkness, but had lodged against the bank at a point very close to that at which we were now lunching.

The clumsy square-ended scow must have been aground for some time when I awoke a little before sunrise. I was sure of that, for otherwise a coon would not have been perched on a nearby snag daintily nibbling at a fish. More significant still was the fact that a beaver had become so used to the presence of the boat that he had turned his back on it while gnawing the bark from the trunk of a willow. The tail of my eye told me that there were deer farther down the river, and I also seemed to hear the gruntings and wallowings of wild pigs.

It was the beaver which held my attention, however, and I fumbled for my gun without once losing sight of his sleek brown back. The beaver was hard to trap but harder still to shoot; I had heard old trappers admit that. And here was one with his back turned to me at twenty feet!

It was too easy a shot to miss, and I did not miss. But a beaver will reach the water with its head shot off, and once in the water its fat heavy body will invariably sink. This fellow was no exception to the rule; which was the reason that I had to crawl out of the drift-pile against which the scow had grounded and prod the shallows for the body which I knew had to be there. Locating it presently with a stick, I reached down into the opaque three-feet-deep water, grabbed hard into the first piece of fur I touched and hauled way.

The kindly little cherub which sits up aloft with no other care than to fend fools from the consequences of their follies has had to intervene in my behalf a good many times, but never had he acted to better purpose than when he directed my funbling fingers pretty well up toward the nape of that dead beaver's neck rather than to its tail, leg, or any other part of its anatomy whatever. Had my fist been closed any-

(Continued on page 88)

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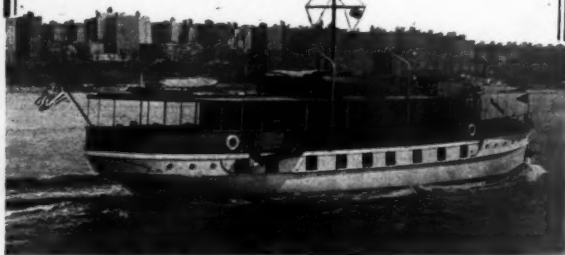
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Advertising Index will be found on page 170

Up and Down Glen Canyon

(Continued from page 86)

where else than into the neck the pair of scimitar-like ivories that flashed and clashed on empty air would have met the slightly not (to them) material greater resistance of my wrist.

Not knowing at the time (what I learned a year or two later) that it is safer to grab a bear by the tail than to try to pick up a beaver, I was perhaps a bit less disturbed than I should have been. Not having an axe within reach, I tried to deenergize my fistful of potential trouble by beating its head against a log. Unluckily it was the fist itself which suffered the contact, so that my grip relaxed and my squirming pet escaped.

Concluding from the liveliness of the latter that it could not have been the beaver I had shot, I did some further prodding and finally fished up (this time with an improvised boat-hook) a mutilated brown body. The skin was a good deal messed up from the mushrooming soft-nose of my thirty-three, but not beyond the efforts of a skilled taxidermist to restore.

The deer and pigs had evidently scattered at the sound of my shot, but the little coon stood by for the whole performance. Fish in mouth, he had backed off to a strategic point of vantage on the edge of the carrisa grass and seated himself to watch the antics of the new kind of beaver-catching animal. He even refused to take permanent departure when I climbed out on the bank and started a fire for breakfast.

Peeping out cautiously from time to time, he followed cooking operations with cocked ear and questing nose, finally advancing a couple of yards and sniffing at a piece of syrupy flapjack I had tossed his way. With another day to get acquainted, I have no doubt that he would have eaten out of my hand—and not in the way the beaver had tried, either.

(To be continued)

Among the Danish Islands

(Continued from page 78)

are when accompanied by suitable gestures, and we understood him perfectly. Our bow line was cast off, and, fighting a strong wind, we turned around and headed out.

But now the racing boats began to come in, darting in short, quick tacks through the narrow entrance, and to make matters worse the dizzy coxswain of a four-oared shell urged his crew ahead of us and stopped directly in our way—and we looked and for a few seconds felt like a particularly large and unwelcome bull in a china shop. Somehow or other we managed to keep clear of the shell while the sloops in the entrance got inside, and when another half dozen incomers saw our predicament and obligingly kept clear we started up, got outside and breathed heartfelt sighs of relief.

Again we were directed by a yacht hand—this time accurately—and at seven forty-five secured to a buoy half a mile or so north of the Royal Danish Yacht Club. We were seven days and 490 miles out of Lowestoft. What more fitting than a sudden change into shore clothes, a mad tumbling into the dinghy, and a dinner ashore with champagne to wash it down? Only once in a lifetime does one come to the charming city of Copenhagen for the very first time.

(To be continued)

The Diesel Yacht Helene

(Continued from page 19)

lating system through the use of an electric blower in the engine fidley discharging through ducts to the whole boat including deckhouses, crew's quarters and owner's quarters. This air discharge passes through a fin radiator which is heated in cold weather by means of an Arco heater with a Valjean oil burner and cooled in hot weather by an electric centrifugal pump circulating the cold sea water through the radiator.

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With her ample tank capacity Helene has an extensive cruising radius at cruising speed. Although the boat has a maximum speed of fourteen miles per hour at a cruising speed of twelve to thirteen miles she can cruise three thousand miles on one filling of her oil tanks. Provision is made also for about two thousand gallons of fresh water.

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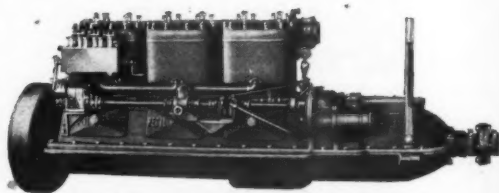
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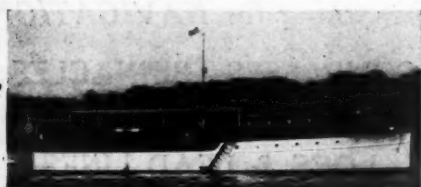
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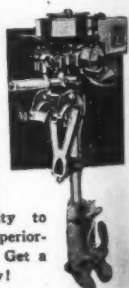
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C—Hinge joint for up and down movement
D—Lock-nut for Deck Swivel

- E—Bronze contact spring
F—Deck Socket which connects to main wiring below
G—Self-cleaning, positive contact made when light is placed in Deck Socket
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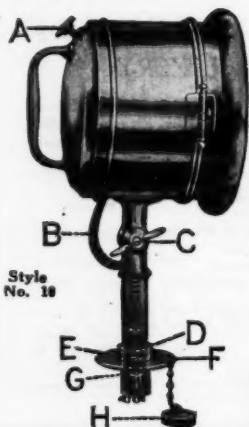
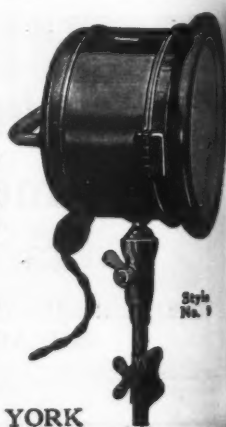
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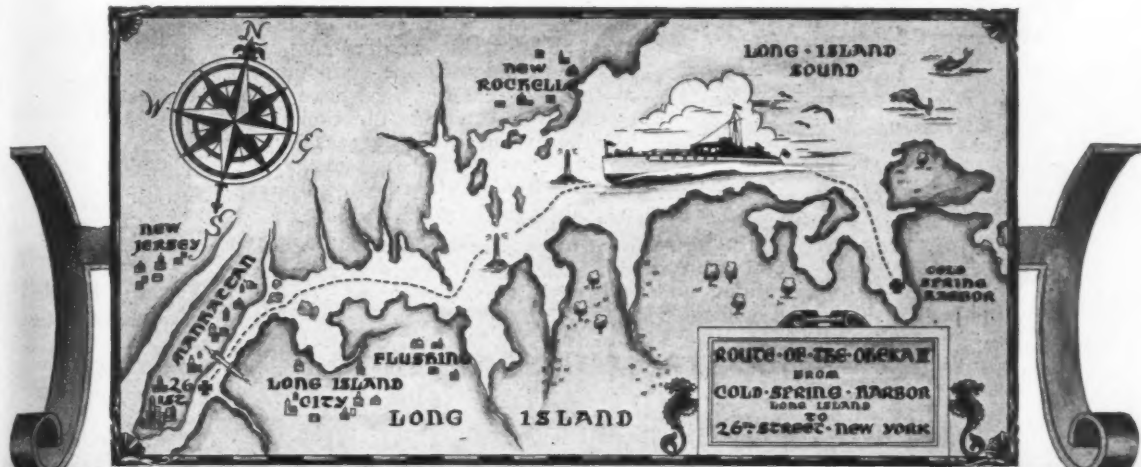
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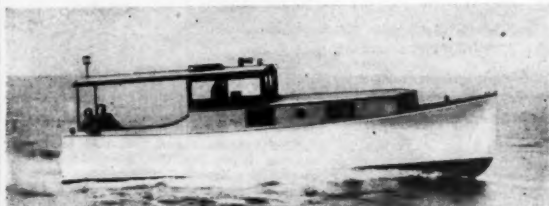


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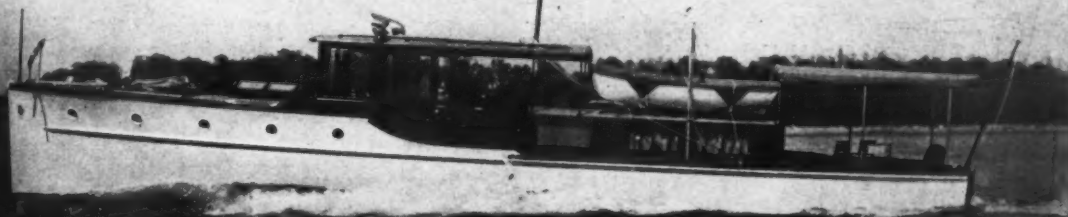
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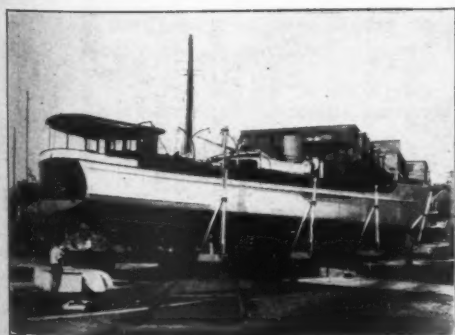
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Summary of Results, Regatta at Newport, R. I., August 19, 20, 1927

Outboard and Express Cruiser Events

Class B, Free-for-All (2 Heats of 3.8 Miles Each)

Boat and Owner	Time	1st heat	2nd heat	Total Points	Final Position	Speed
O-116 Cute Craft Himself, A. T. Buffington	9:39	9:38+	23:67	689	2	23.67
O-117 Cute Craft, Chas. Cooper	9:46	9:07	25.01	761	1	25.01
O-161 Squash, Pierre La Boute, Jr.	9:46+	9:38	23.67	648	4	23.67
O-104 Don E. Everett Straker, F. Wigglesworth	10:00	9:19	24.47	650	3	24.47
O-115 Cute Crafts Sister, F. Wigglesworth	D.N.F.	D.N.S.	...	225	8	21.61
O-126 Hot Dog, H. Ross Maddocks	10:33	10:28	21.78	421	7	21.78
O-164 Ah Ha, Ackley Shove	10:34	10:42	22.10	445	6	22.10
O-165 Wet Wash, Howard H. Fawcett	10:36	10:16	22.21	445	5	22.21
O-166 Split II, J. Buffington, Jr.	10:42	D.N.S.	21.31	144	13	21.31
O-173 Jr. Circuit Rider, A. J. Schwartzler	10:55	11:02	20.89	164	11	20.89
O-163 Wee Ann, E. V. Howe	10:53	11:31	20.95	157	12	20.95
O-183 Miss Lockwood, F. Wigglesworth	11:03	11:31	20.63	130	15	20.63
O-108 Miss Sunapee, C. A. Meloon	12:05	12:07	18.87	185	18	18.87
O-169 Small Matter, Slater Washburn	11:17	D.N.S.	19.11	36	20	19.11
O-159 Miss Fire III, E. V. Howe	11:56	D.N.S.	19.68	49	19	19.68
O-29 (No Name), Prosser	13:29	D.N.S.	16.91	16	21	16.91
V-126 Hot Dog II, H. R. Maddocks	13:51	D.N.S.	16.46	9	22	16.46
144 Wee Spitfire, M. C. Rand	D.N.S.	10:46	21.18	144	14	21.18
175 Waterplane, T. T. Comb	D.N.S.	10:55	20.86	100	16	20.86
184 Baby Ossipee 3, C. A. Meloon	D.N.S.	10:57	20.82	81	17	20.82
V-59 Baby Whale IV, D. N. Kelley & Son	D.N.S.	10:39	21.41	196	9	21.41

*New World's Record for Class B

Class C, Amateur (2 Heats of 3 Miles Each)

Boat and Owner	Time	1st heat	2nd heat	Total Points	Final Position	Speed
158 Baby Whale XIII, D. N. Kelley	7:22	7:33	23.87	596	2	23.87
137 Baby Whale II, D. N. Kelley	7:48	8:01	22.65	361	6	22.65
103 George's Baby Whale, D. N. Kelley	7:50	D.N.F.	22.55	289	8	22.55
173 Jr. Circuit Rider, A. J. Schwartzler	7:51	D.N.F.	22.51	256	10	22.51
160 Blue Jay, R. B. Lake	8:00	8:43	22.08	481	4	22.08
175 Waterplane, T. T. Comb	8:10	D.N.F.	21.63	196	11	21.63
O-141 (No Name), Prosser	8:18	7:57	22.22	550	3	22.22
O-126 Hot Dog II, H. R. Maddocks	8:31	D.N.F.	20.74	144	12	20.74
F-977 (No Name) John Radford	8:49	D.N.F.	20.04	346	7	20.04
159 Miss Fire III, E. V. Howe	8:52	D.N.F.	19.92	100	13	19.92
142 Cute Craft Spitfire, M. M. Rand	D.N.F.	D.N.S.	...	...	...	...
167 (No Name)	D.N.F.	D.N.S.	...	...	...	...
156 Baby Whale, Hal Knight	D.N.S.	7:48	22.65	400	5	22.65
665 C-U-Lat-R, H. L. Wood Co.	D.N.S.	8:01+	22.04	289	9	22.04
169 Small Matter, Slater Washburn	D.N.S.	D.N.F.	...	...	...	...

Express Cruiser Handicap, 1 Heat of 30.45 Miles

Boat	Owner	Time	Speed	Position
Lienroc	H. M. Lewis	1:12:19	25.264	1
Lucin	H. M. Lewis	1:06:04	27.654	2
W. J. Conners III	W. J. Conners	1:05:01	28.10	3

Class B, Amateur (2 Heats of 3 Miles Each)

Boat and Owner	Time	1st heat	2nd heat	Total Points	Final Position	Speed
O-165 Wet Wash, H. H. Fawcett	8:52	8:54	20.30	800	1	20.30
O-166 Split II, J. Buffington	9:13	9:20	19.53	685	2	19.53
O-173 Jr. Circuit Rider, A. J. Schwartzler	9:21	D.N.S.	19.29	324	8	19.29
O-161 Squash, Pierre La Boute, Jr.	9:24	D.N.S.	19.25	289	9	19.25
O-102 Miss Hartford, Gray & Prior	9:31	9:58	19.15	452	4	19.15
O-169 Small Matter, Slater Washburn	9:32	D.N.S.	18.91	225	11	18.91
O-182 Baby Ossipee, C. A. Meloon	9:41	9:48	18.88	485	3	18.88
O-163 Wee Ann, E. B. Mills	10:23	9:48	18.59	414	5	18.59
O-164 Ah Ha, Ackley Shove	10:23	10:12	17.65	333	7	17.65
O-159 Miss Fire III, E. V. Howe	12:23	D.N.S.	16.67	121	13	16.67
144 Wee Spitfire, M. M. Rand	D.N.F.	D.N.S.	14.54	100	15	14.54
V-126 Hot Dog II, H. R. Maddocks	D.N.F.	D.N.S.	...	...	...	...
O-104 Don E. E. Straker	D.N.S.	8:55	20.19	361	6	20.19
175 Waterplane, T. T. Comb	D.N.S.	9:41	18.59	256	10	18.59
O-186 Miss Sunapee, Rowell	D.N.S.	10:46	16.72	144	12	16.72
O-184 Miss Ossipee, C. A. Meloon	D.N.S.	12:22	14.56	121	14	14.56
O-108 Miss Lockwood, F. Wigglesworth	D.N.S.	13:16	13.57	100	16	13.57

Outboard—Class C—Free-for-All (2 Heats of 3.8 Miles Each)

Boat and Owner	Time	1st heat	2nd heat	Total Points	Final Position	Speed
O-16 Julie Cute Craft, Kirk Ames	8:03	D.N.F.	28.32	400	4	28.32
O-158 Baby Whale XIII, D. N. Kelley & Son	8:13	8:05	28.21	761	1	28.21
O-156 Baby Whale, H. A. L. Knight	8:43	8:42	26.21	648	3	26.21
O-160 Blue Jay, Russell B. Lake	8:52+	D.N.S.	25.71	256	9	25.71
142 Cute Craft Spitfire, M. M. Rand	8:58	D.N.S.	25.43	225	11	25.43
O-186 Miss Sunapee, Rowell	8:52	8:34	26.61	650	2	26.61
O-175 Jr. Circuit Rider, A. J. Schwartzler	9:08	D.N.S.	24.96	196	12	24.96
O-665 C-U-Lat-R, H. L. Wood Co.	9:13	9:39	24.74	385	5	24.74
O-107 George's Baby Whale, D. N. Kelley	9:20	10:14	24.43	333	6	24.43
O-175 Waterplane, T. T. Comb	9:35	D.N.S.	23.79	121	14	23.79
O-133 Baby Whale II, D. N. Kelley & Son	9:53	D.N.F.	23.07	100	16	23.07
O-116 Cute Craft Himself, A. T. Buffington	D.N.F.	9:14	24.69	256	10	24.69
O-114 Savage Boat & Engine Co.	10:01	9:30	24.00	306	7	24.00
V-108 Lockwood Two Step, Frank Wigglesworth	10:04	D.N.S.	22.65	64	17	22.65
V-182 Savage Boat & Engine Co.	D.N.F.	D.N.S.	...	000	...	...
E-997 John Radford	11:12	10:24	21.92	193	13	21.92
141 Baby Whale III, D. N. Kelley & Son	D.N.S.	8:54	25.62	289	8	25.62
29 Prosser	D.N.S.	10:31	21.68	121	15	21.68

*New World's Record for Class C

Ladies' Free-for-All, 2 Heats of 6 Miles

Boat	Owner	Time	1st heat	2nd heat	Final Position
Chris-Craft	A. J. Utz	10:38	D.N.S.	...	2
Miss Gray Gables	A. H. Wait	10:43	10:35	...	1
Miss Okeechobee	W. J. Conners	12:25	12:19	...	3
Betty	W. J. Conners	12:25	12:19	...	3

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Newport Makes Her Debut

(Continued from page 33)

amateur events, which were supposed to be open only to those who are in no way affiliated with the manufacture, servicing, selling, repairing, etc., of outboard motors or boats, the best speed in Class B was 20.3 miles per hour and in Class C 23.87 miles per hour. The former was made by Wet Wash owned by H. H. Fawcett and the latter by D. N. Kelley's Baby Whale XIII.

In addition to the outboard classes, there was an event for lobster boats in which seven boats of a typical Newport type of craft entered. The boat Texas was the winner.

In the Express Cruiser class, W. J. Conners III outdistanced all competitors just as this boat has done in all other events in which she has competed for the past three years. In the Handicap Express Cruiser class, Llenroc, owned by H. M. Lewis, proved the winner, covering the 30.45 mile course at a speed of 25.264 miles an hour. Llenroc is a stock express cruiser, powered with a Sterling engine and built by the Toppan Boat Company of Boston, Mass.

The Ladies Free-for-All brought out five starters, and was won by Mrs. W. J. Conners driving her Miss Okeechobee, adding another victory to her already long list.

Dodge Water Cars raced in two heats of six miles each. Marion Eppley of Newport proved the winner in his Water Car.

Summary Newport Regatta, August 19, 20, 1927

(Continued from page 96)

Lobster Boats—1 Heat of 3 Miles

Boat	Owner	Elapsed Time	Speed	Position
36 Texas	John Roes	22:17	8.07	1
37 Ellen & Inez	Gordon Bliven	22:20	8.05	2
41 Gazelle	Wm. Norton	32:52	5.48	3
39 Fuller	Alec. Paris	33:32	5.36	4
42 Touro	Peter Cornis	D.N.S.	....	..
40 Calliope	Geo. Mathinos	34:19	5.24	5
43 Posidon	Geo. Mathinos	D.N.S.	....	..

Dodge Water Cars—2 Heats of 6 Miles

Boat	Owner	1st heat Time	2nd heat Time	Final Position
18 Widget	Wm. H. Vanderbilt	14:26	12:36	4
498G Eppley	Marion Eppley	12:35	12:08	1
4 Hesco	C. A. Hastings	15:49	13:11	5
A13 Savage	Savage Boat & Engine Co.	12:44	12:18	3
J1	G. K. Crozier	D.N.S.	12:12	2

Stock Express Runabouts, 150 H.P.—1 Heat of 6 Miles

Boat	Owner	Time	Speed	Position
21 Chris-Craft	A. J. Utz	10:47	33.38	1
33 Miss Gray Gables	A. H. Wait	11:16	31.95	2

Stock Express Runabouts Handicap—1 Heat of 6 Miles

Boat	Owner	Time	Allowance	Corrected Time
21 Chris-Craft	A. J. Utz	Scratch		10:46
33 Miss Gray Gables	A. H. Wait	18 secs. for 6 miles		10:07
5 Betty	L. D. Pierce	Scratch		10:12

New 1928 Outboard Speedster

(Continued from page 40)

r.p.m. at full advance and on light boats even greater engine speed is attained. It can be operated day in and day out at maximum speed without appreciable wear. In factory tests regular stock models of the Super Elto Speedster have been run hour after hour, day after day at maximum speed to the equivalent of two or three seasons' service. The motors were then disassembled and every part inspected with micrometers to determine if after that much hard usage there would be any need for replacement of parts. No replacements were needed and when the motors were reassembled they continued to develop the same speed and power as before the test run. It is apparent that the Speedster comes to the market a new model positively

Wm. H. Vanderbilt also drove his Dodge Water Car in this event. In the class for stock express runabouts of 150 h.p., the Chris-Craft entered by A. J. Utz of New York won, but in the handicap event for the same boats, Miss Gray Gables, owned by A. H. Wait took the trophy.

In the events for 110 h.p. stock runabouts, the winner was Miss Dolphin, owned by Walter H. Moreton of Boston. Mr. Moreton's boat also won the handicap event for these boats.

The grand Free-for-All brought out seven starters, but as was expected Mrs. W. J. Conners in Miss Okeechobee had no trouble in defeating the field, covering the 12-mile course in 16 minutes, 40 seconds.

The 151-inch hydroplane produced the best racing of the entire regatta. It was a spirited race over every inch of the course during both heats between Spitfire V, New Yorker, Miss Massachusetts, and Miss Westchester II. Miss Westchester took the first heat, finishing six second ahead of Spitfire V, but in the second heat Spitfire V won, with Miss Westchester a close second. As Spitfire V's total elapsed time for the two heats was better than that of Miss Westchester II she was awarded first prize.

A complete summary of all the events at Newport will be found on page 96 and below.

Stock Runabouts, Not Over 110 H.P.—1 Heat of 6 Miles

Boat	Owner	Time	Speed	Position
4 Hesco	C. A. Hastings	D.N.F.	....	..
3 Miss Dolphin	W. H. Moreton	16:33	23.15	1

Stock Runabouts, Not Over 110 H.P.—1 Heat of 6 Miles

Boat	Owner	Time	Allowance	Corrected Time
4 Hesco	C. A. Hastings	1:42 for 6 miles		13:08
3 Miss Dolphin	W. H. Moreton	16:33	23.15	1

Grand Free-for-All—1st Heat, 6 Miles; 2nd Heat, 12 Miles

Boat	Owner	1st heat Time	2nd heat Time	Final Position
T-11 Miss Okeechobee	W. J. Conners	D.N.F.	16:40	1
21 Chris-Craft	A. J. Utz	D.N.F.	D.N.F.	2
B200 Miss Massachusetts	L. T. Savage	D.N.S.	19:36	..
5 Betty	L. D. Pierce	D.N.S.	20:19	..
B19 New Yorker	A. Goebel	D.N.S.	20:45	..
3 Dolphin	W. H. Moreton	D.N.S.	23:26	..
4 Crozier	.....	D.N.S.	24:36	..

151 Hydroplanes—1st Heat, 5.7 Miles; 2nd Heat, 6 Miles

Boat	Owner	1st heat Time	2nd heat Time	Final Position
B19 New Yorker	A. Goebel	7:38	11:12	4
B200 Miss Massachusetts	L. T. Savage	7:50	9:10	4
B107 Miss Westchester II	E. W. Hammond	7:19	8:45	1
150 Miss Ricochet	R. H. Moeller	8:07	9:19	5
91 Spitfire V	J. H. Rand, Jr.	7:25	8:19	2

Non-Supercharged Class

Boat	Owner	Time	Speed	Position
150 Miss Ricochet	R. H. Moeller	8:07	9:19	1

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(Continued on page 102)

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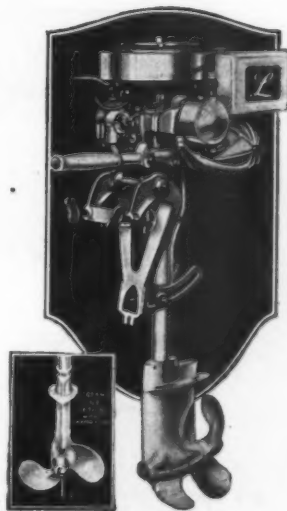
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August 22, 1927.

OFFICE OF
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Have had opportunity to try out the two
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ninety foot yacht, and am glad to tell
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I gave them a fourteen hour solid run,
across Lake Huron, the other day, and
they came in working as cool and perfect-
ly as one could wish.

Yours very truly,

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Lake Huron with its many islands and pretty coves is a happy cruising ground for thousands of yachtsmen. The chart shows Sovereign's course across the lake. The most marked incident of the 14 hour trip was the superior performance of the STEARNS engines which prompted Mr. Sovereign to write the above letter.

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in "working"
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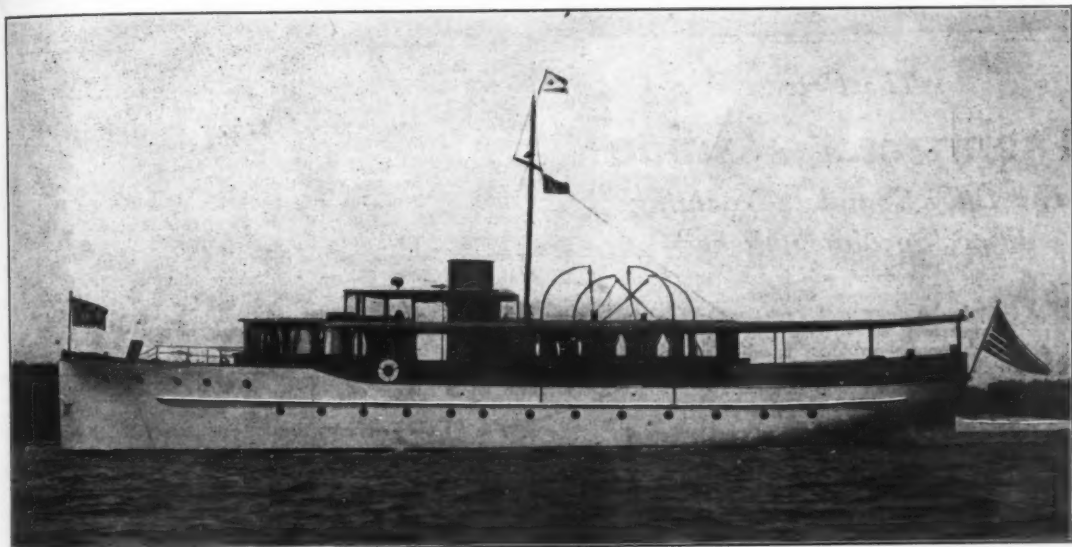
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Baltimore Holds Greatest Racing Event (Continued from page 24)

of Buffalo took first place in the first heat and Thunderbolt owned by Edward Grimm of Buffalo and powered with one of the new 151 inch Peerless motors took first in the second and fourth heats. Baby Ruth's speed of 41.67 miles an hour made in the last five mile heat, was the best made by the limited 151's during the regatta. In the final scoring, Baby Ruth was first; Miss Spitfire VI, second; Thunderbolt, third; Miss Ricochet, fourth; Firefly, fifth; Meadowmere II, sixth; Baby Peerless, seventh; Hadley Plane, eighth; See-MeGo ninth and Miss Washington tenth.

In the race for 151 unlimited class which consisted of five heats of five miles each New Yorker, owned and driven by Adolph Goebel, took first place by winning four firsts. Miss Spitfire V, owned by J. H. Rand, Jr., took second place and Little Spitfire, also owned by J. H. Rand, Jr., took third. The best speed for a five mile heat was made by New Yorker which completed the fifth heat an average of 50.99 miles an hour.

In the International 1½ liter class, Newg, the English entry, driven by Frederick Cooper, took first place by winning two firsts, two seconds and a third. Second place went to Sigrid VI, owned by R. C. Krueger of Berlin. Mr. Krueger's boat finished in second place in the first, second and third heats, first in the fourth and third in the fifth heat. Little Spitfire owned by J. H. Rand, Jr. of Buffalo, which was expected to win the trophy, lost the event through inconsistent driving. Little Spitfire won the second and fifth hats readily but in the first and fourth heats, she finished in third position. In the fourth heat, Little Spitfire was driven by Count E. Johnston Noad and was well in the front but she cut a buoy at the last turn and she lost so much time in turning to round the buoy that this poor driving cost her not only the heat, but first place in the final scoring. Fourth, thus went to Sigrid V, driven by Mrs. R. C. Krueger. Miss Betty, Count E. Johnston Noad's boat, was reported to have hit a piece of driftwood in the second heat which put her out of the running for the series. In the first heat, Miss Betty finished in third position astern of Sigrid VI and Newg. Hornet, Gibson Bradfield's liter and a half boat finished in third position in the fourth heat and fourth position in the final heat but in the first three heats she failed to finish.

The best speed for a five mile heat in the International liter and a half class race was made by Little Shadow in the fifth heat when she negotiated five miles at a speed of 38.38 miles an hour. In the final scoring, Newg collected 1846 points, Sigrid VI 1807 points, Little Spitfire 1702, Sigrid V, 801, Hornet 613 and Miss Betty 324.

In the cruiser Free For All event, in which there were six starters, first place went to Spitfire owned by E. J. Van Sciver of the Ti State Yacht Club. Spitfire's time for the five miles was 16 minutes, 45 seconds. This boat was designed and built by John L. Hacker of Detroit, Michigan, and is powered with a G-6 150 horse power Scripp's motor.

In the cruiser handicap event, which consisted of one heat of five miles, the winner was Turbot, owned by Mr. Paterson of the Maryland Yacht Club. Turbot's time for the five miles was 22.27 miles an hour.

In the race for Free For All displacement boats, consisting of three heats of ten miles each, Curtis Wilgold, owned and driven by Roy Keyes of Buffalo took first place in the first and second heats but she was just nosed out by a fifth of a second for first place in the final heat by Delphine Dodge Cromwell, driving Sister Syn. However, in the final scoring Curtis Wilgold had enough points to win first place, Sister Syn finished in second place in the final scoring. Miss Syndicate owned by Horace E. Dodge of Detroit was third and Little Spitfire, owned by J. H. Rand, Jr., fourth.

New 1928 Outboard Speedster

(Continued from page 98)

pression. Regardless of high speed or continuous operation, lubrication is perfect.

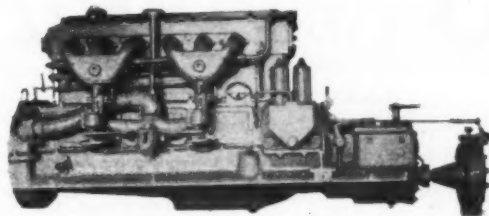
The Speedster will be propeller steered for quick turning. In this connection the Super Elto Speedster has an entirely new method of construction that promises to be very valuable and efficient. The upper drive shaft housing is enclosed and holds adjustable friction sleeve which absorbs vibration and holds the motor in any position, even if the steering handle is released. The steering handle is easily removable so that extra length handles can be used for trimming ship if desired.

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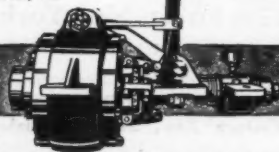
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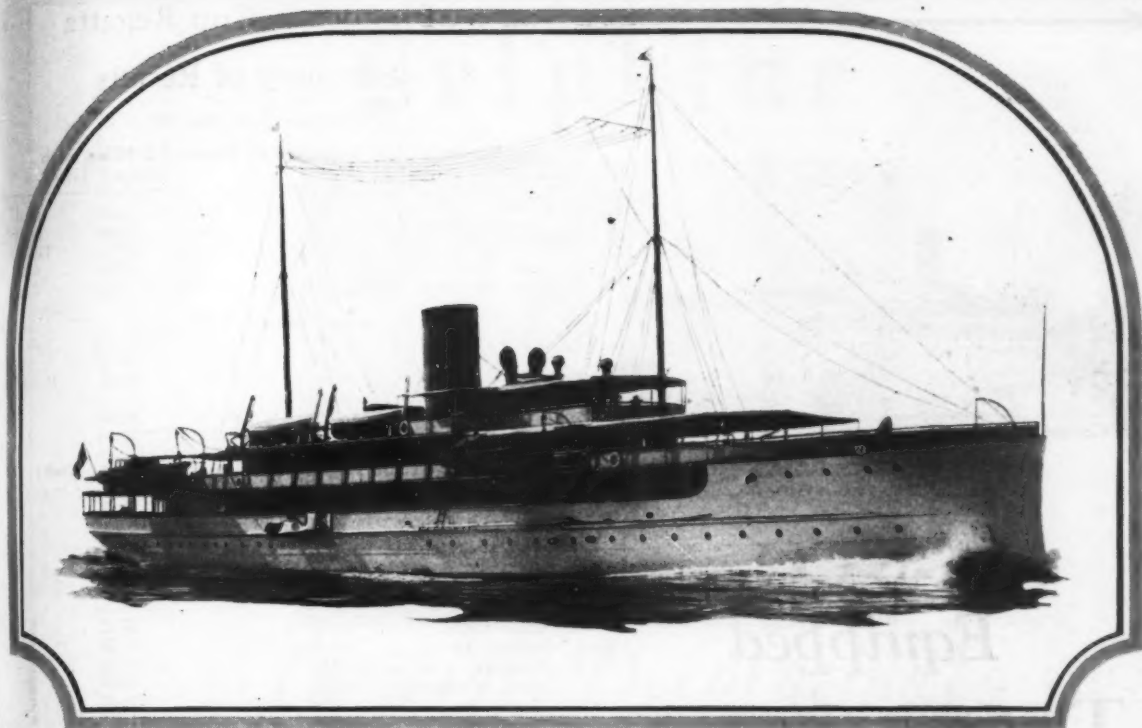
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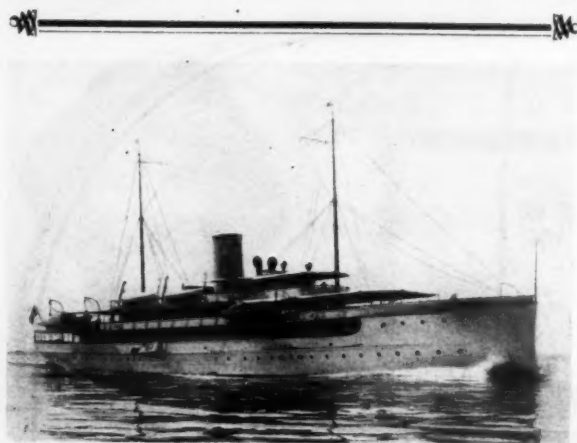
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President's Cup Regatta

Summary of Results

(Continued from page 56)

151 Inch Class Unlimited (3 Heats of 5 Miles Each)

Boat and Owner	1st heat	2nd heat	3rd heat
Miss Spitfire V, J. H. Rand, Jr.	6.20	DNF	DNS
New York, Adolf Gobel.....	6.25	7.33	6.44
Miss Buckeye, G. Bradfield.....	7.36	9.36	7.20

Speed MPH

	1st heat	2nd heat	3rd heat	Position
Miss Spitfire V...	47.36	....	....	3
New York	46.80	39.70	44.50	1
Miss Buckeye ...	39.46	31.25	40.10	2

151 Inch Class Limited (3 Heats of 5 Miles Each)

Baby Ruth, O. Schnering.....	6.50	6.48	8.04
Spitfire VI, J. H. Rand.....	6.55	7.03	8.46
Ricochet, R. A. Moeller.....	7.44	7.47	8.03
Miss Washington, J. G. Beard.	8.24	8.18	8.35
Hadley-Plane II, C. S. Hadley.	8.35	8.26	8.30
Firefly, C. M. Hall.....	10.32	DNS	DNS

Baby Ruth.....	43.81	44.16	37.22	1
Spitfire VI	43.42	42.57	34.24	3
Ricochet	38.83	38.51	37.23	2
Miss Washington	35.70	36.13	34.97	5
Hadley-Plane II	34.94	35.60	35.26	4
Firefly	28.48	....	....	6

Stock Runabouts Under 110 Horsepower (1 Heat of 10 Miles)

Boat and Owner	Elapsed Time	Speed MPH	Position
Miss Tri State, H. C. Van Sciver.....	18.59	31.60	1
Criss-Craft Cadet, B. Smith.....	19.36	30.61	2
Dumb Dora, Herring.....	20.53	28.74	3
Pirate, W. D. Dowling.....	21.29	27.94	4
Lu Marn, L. Ludick.....	21.49	27.50	5
Don Q, R. Penna.....	23.28	25.57	7
Susie, Commodore C. C. Smith.....	DNF	....	..
Arrow-Go-On, H. G. Turtton.....	22.53	26.22	6

Free For All Stock Runabouts (1 Heat of 10 Miles)

Boat and Owner	Elapsed Time	Speed MPH	Position
Chris Craft, B. Smith.....	17.2218	34.542	2
Miss Lizzie, J. Orme.....	DNS	....	..
Chris Craft, A. Seagren.....	17.2214	34.544	1

Secretary of Navy's Cup (1 Heat of 20 Miles)

Boat and Owner	Elapsed Time	Speed MPH	Position
Miss Okeechobee, W. J. Conners.....	22.56	52.31	1
Curtis Wilgold, R. A. Keyes.....	24.10	49.65	2
Jayee II	25.08	47.76	3

Outboard Racing At Wilmington

A three day carnival was held recently at Wilmington, North Carolina, at which boats from two adjoining states, Georgia and South Carolina, tried to win the first prizes. The successful driver however, proved to be Eugene Pickard, Jr., of Wilmington, Albert Jones of Savannah, Georgia, and James Howland of Newbern, N. C., who each took the first prize in the three outboard events. Young Pickard was the winner in the class B race, and won by his ability to get around the corners quickly. A competitor with a faster boat was unable to do this, and was overtaken at every turn. The boat he used was called Zero. Cash prizes were given for the several day's racing, and a one-half mile course was used, the boats going around three times to make a mile and a half heat. In the second day, the prize value was increased, and in their eagerness to win some of the drivers were not as cautious as necessary and turned over at the turns. Only eight boats finished in this heat, and Alva Jones succeeded in being the first over the line. Eugene Pickard again took first place in a Baby Buzz class, with Julius Herbst close behind him as second. The races were sponsored by the Frying Pan Power Boat Club of Wilmington, N. C. and were run under the M. V. P. B. A. rules.

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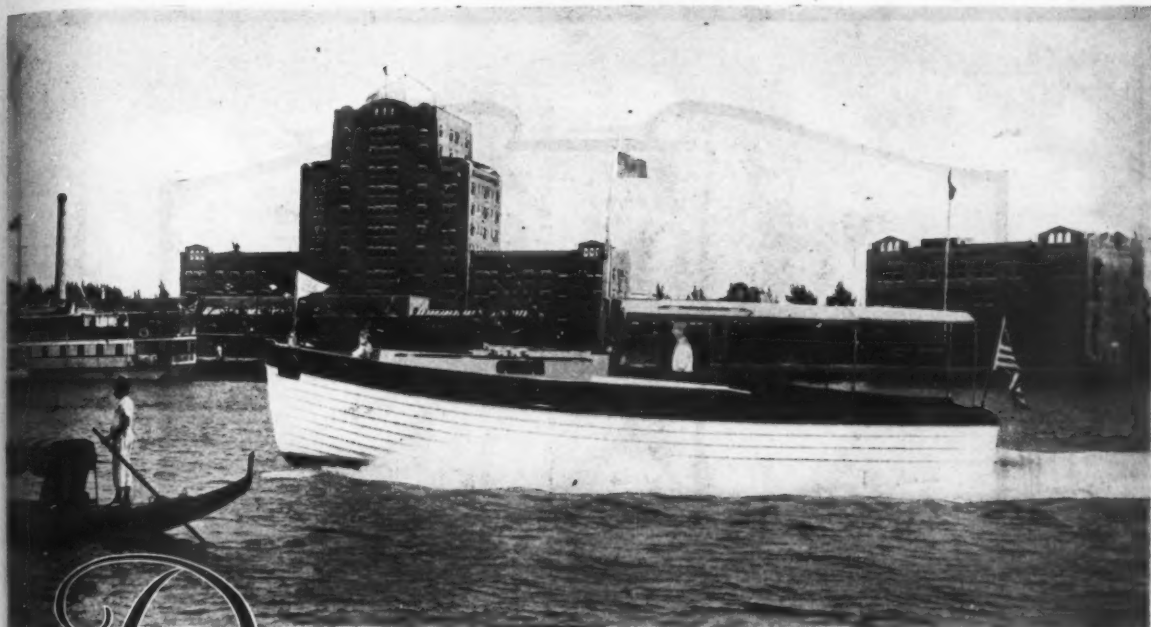


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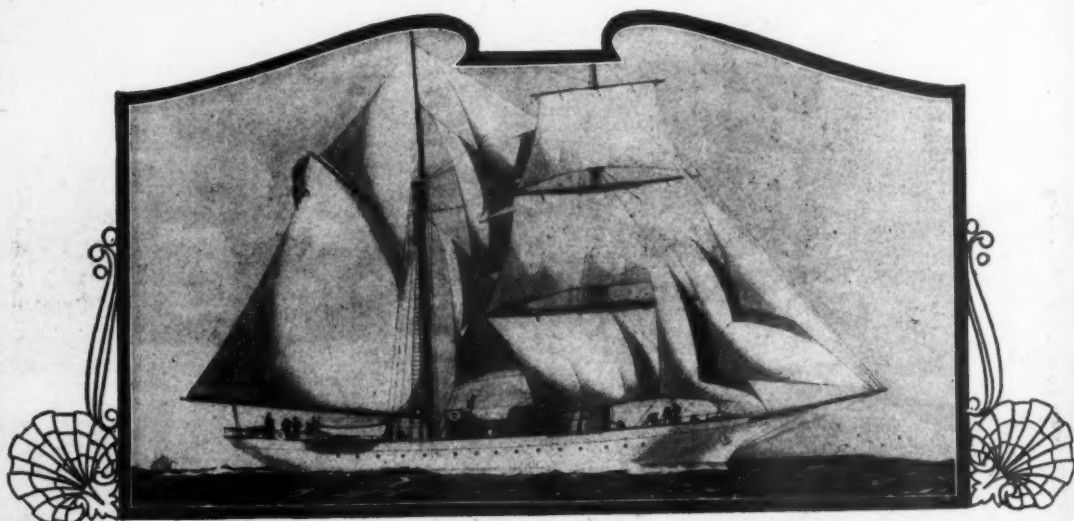
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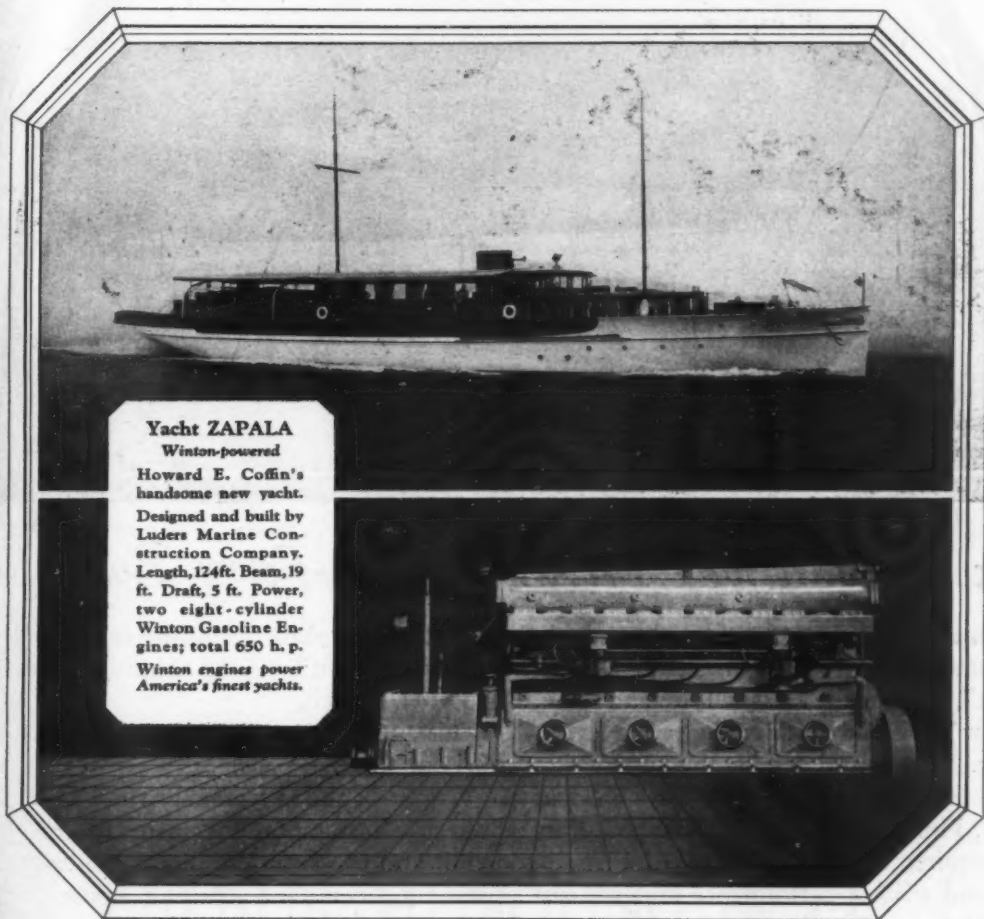
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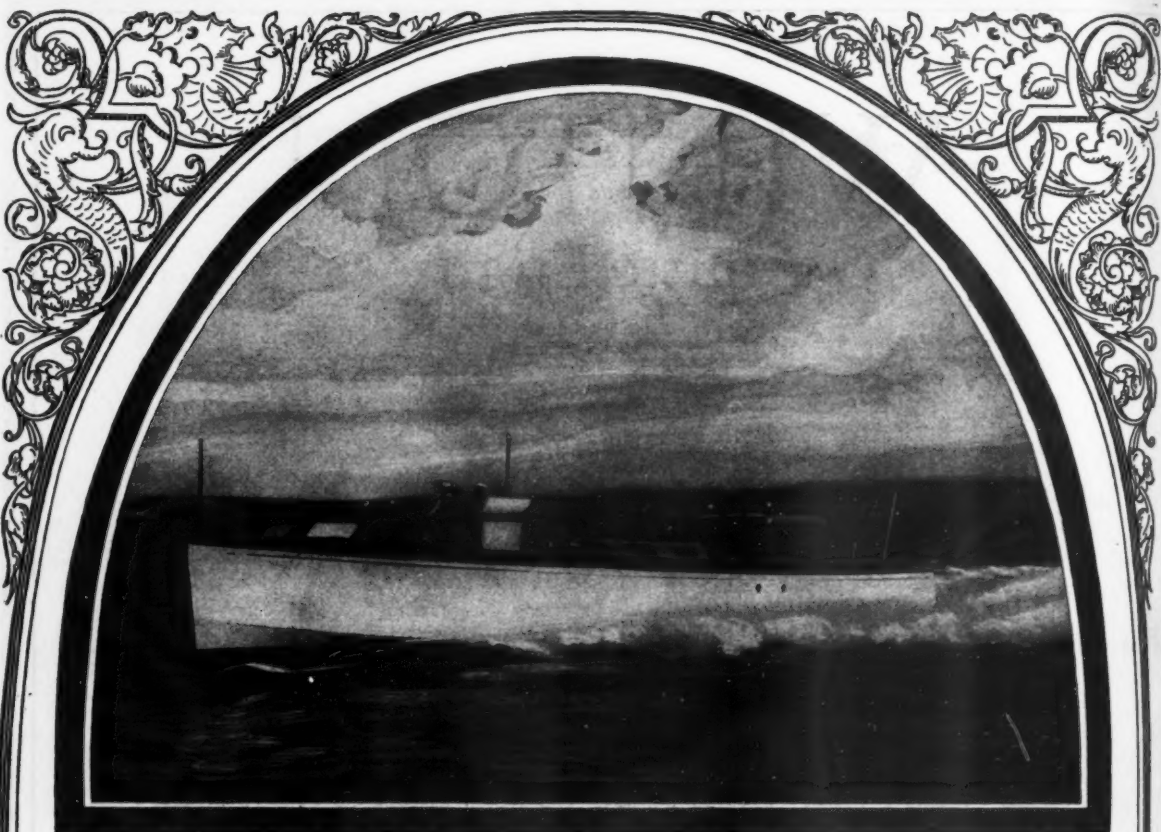


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To meet a demand for fast, dependable commutation in all weathers, the "Phantom", designed by Messrs. Tams and King, New York, and built by Henry B. Nevins, Inc., City Island, under the supervision of the designers, for Mr. Patrick Grant II, Philadelphia, Pa., has satisfied every requirement for seaworthy, high speed, and reliable performance under luxurious surroundings.

The "Phantom", 66 ft. long overall, 12 ft. 6 in. beam, 3 ft. 6 in. draft,

built of double-plank mahogany, is powered with two Wright Typhoon Marine Engines of 550 H. P. each.

This 1100 H. P. gives a turn of speed of about 40 miles per hour.

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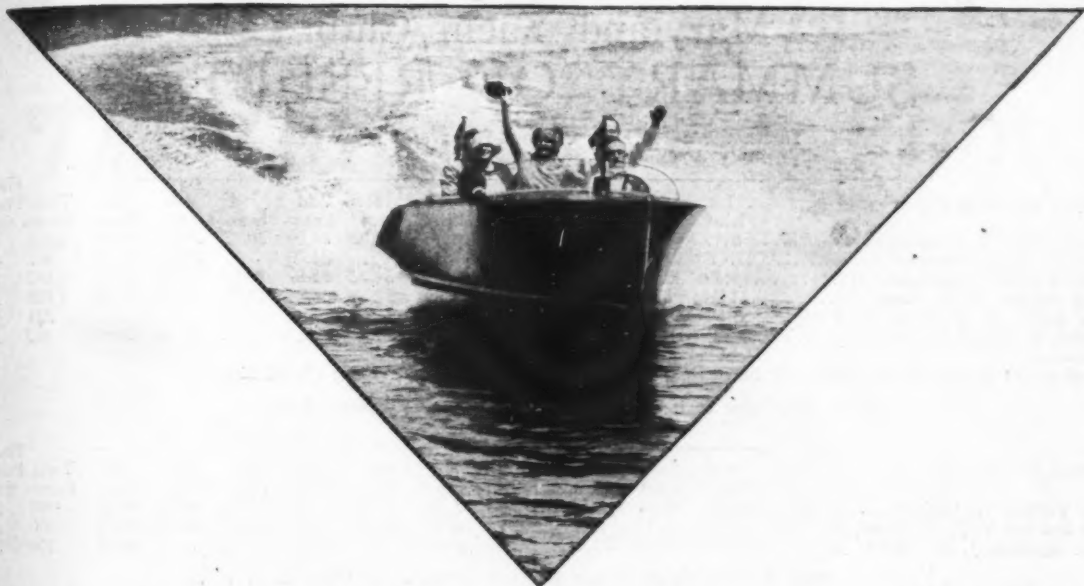
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Send for Bulletin No. 10

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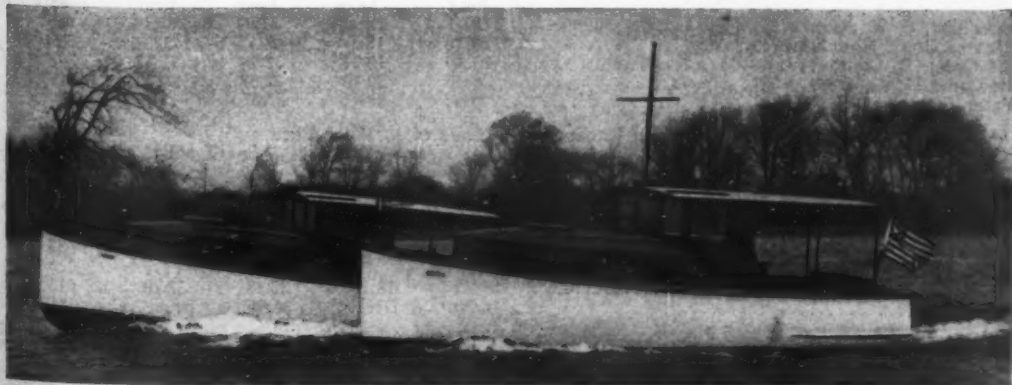
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Regatta At Baltimore, September 10, 12, 1927

Maryland Yacht Club

SUMMARY OF RESULTS

International 1½ Liter Class, 5 Heats of 5 Miles Each

Boat and Owner	Elapsed Time					Speed MPH					Total Points	Final Position
	1st heat	2nd heat	3rd heat	4th heat	5th heat	1st heat	2nd heat	3rd heat	4th heat	5th heat		
Newg, Miss B. Carstairs (1).....	8:49	8:48	9:57	8:49	8:18	34.02	34.09	30.15	34.03	36.14	1,846	1
Sigrid V, R. C. Krueger (2).....	DNF	13:13	DNS	11:08	11:31	....	22.70	....	26.95	26.05	801	4
Sigrid VI, R. C. Krueger (2).....	8:49	8:26	11:18	8:29	8:52	34.02	35.57	26.55	35.36	33.83	1,807	2
Little Spitfire, J. H. Rand (3).....	11:04	8:18	13:11	9:33	7:49	27.10	36.14	22.76	31.41	38.38	1,702	3
Miss Betty, E. Johnson-Noad (4)....	8:58	DNF	DNS	DNS	DNS	33.45	....	....	....	....	324	6
Hornet, G. Bradfield (5).....	DNF	DNS	DNF	9:17	11:07	....	....	....	32.32	26.99	613	5

Clubs—(1) British M. B. Club; (2) Berlin; (3) Buffalo Launch Club; (4) British; (5) Miami.

151 Cubic Inch Class, Unlimited, 5 Heats of 5 Miles Each

Boat and Owner	Elapsed Time					Speed MPH					Total Points	Final Position
	1st heat	2nd heat	3rd heat	4th heat	5th heat	1st heat	2nd heat	3rd heat	4th heat	5th heat		
New Yorker, A. Goebel.....	6:42	6:34	6:17	6:47	5:53	44.78	45.69	47.74	44.23	50.99	900	1
Miss Spitfire V, J. H. Rand, Jr.....	7:37	6:13	6:47	7:08	6:02	39.39	48.26	44.23	42.06	49.72	600	2
Little Spitfire, J. H. Rand, Jr.....	DNS	7:15	DNS	DNS	6:47	....	41.38	....	....	44.23	100	3

Free For All Displacement Boats, 3 Heats of 10 Miles Each

Boat and Owner	Elapsed Time			Speed MPH			Total Points	Final Position
	1st heat	2nd heat	3rd heat	1st heat	2nd heat	3rd heat		
Curtiss Wilgold, Roy Keyes.....	11:21	11:19	11:19	52.86	53.02	53.02	1,161	
Baby Chick, S. B. Smith.....	DNF	DNS	DNS	....	....	....	....
Sister Syn, H. E. Dodge.....	11:31	11:29	11:19	52.10	52.25	53.02	1,048	
Miss Syndicate, H. E. Dodge.....	11:24	11:26	DNS	52.63	52.48	....	722	
Lady Spitfire, J. H. Rand, Jr.....	DNS	14:15	DNS	....	42.11	....	289	

151 Cubic Inch Hydroplanes, 6 Heats of 5 Miles Each

Boat and Owner	Elapsed Time						Speed MPH						Total Points	Final Position
	1st heat	2nd heat	3rd heat	4th heat	5th heat	6th heat	1st heat	2nd heat	3rd heat	4th heat	5th heat	6th heat		
Hadley Plane 3, C. S. Hadley.....	8:26	8:12	DNS	DNS	DNS	8:34	35.57	36.59	....	....	....	35.02	46	8
Baby Peerless 2, C. Ripp.....	8:26	DNF	8:21	DNF	9:24	8:54	35.57	....	35.93	....	31.91	33.71	70	7
Meadowmere 2, F. Ripp.....	8:41	8:49	8:50	8:49	8:35	8:32	34.55	34.03	33.96	34.03	34.95	35.16	99	6
Firefly, C. M. Hall.....	8:06	8:02	8:16	8:12	8:14	8:15	37.03	37.34	36.29	36.59	36.44	36.36	165	5
Baby Ruth, O. Schoerning.....	7:22	7:25	7:31	7:58	7:20	7:12	40.72	40.25	39.91	37.66	40.91	41.67	825	1
Miss Washington, J. G. Beard.....	DNF	DNS	8:45	8:29	DNS	DNS	....	....	34.29	35.36	....	....	32	10
Thunderbolt, Ed Grimm.....	7:25	7:16	DNF	7:28	DNS	DNS	40.45	41.28	....	40.18	....	....	450	3
Miss Ricochet, Moeller.....	7:44	8:03	7:41	7:53	7:32	8:07	38.79	37.27	39.05	38.05	39.82	36.96	295	4
Miss Spitfire VI, J. H. Rand.....	7:13	7:53	7:41	7:39	DNS	7:26	41.57	38.05	39.04	39.22	....	40.36	550	2
See Me Go, Geo. Backus.....	DNS	DNS	DNS	9:33	9:28	9:26	....	....	....	31.41	31.69	31.80	40	9

150 Horsepower Stock Runabouts, 1 Heat of 5 Miles and 1 Heat of 10 Miles

Boat and Owner	Elapsed Time		Speed MPH		Total Points	Final Position
	1st heat	2nd heat	1st heat	2d heat		
Chris Craft, Bernard Smith.....	9:14	16:26	32.49	36.51	800	
Rebeka, C. Chance.....	9:17	17:58	32.32	33.40	722	

110 Horsepower Stock Runabouts, 2 Heats of 10 Miles Each

Boat and Owner	Elapsed Time		Speed MPH		Total Points	Position
	1st heat	2nd heat	1st heat	2nd heat		
Dodge Water Car, C. H. Reeves.....	18:47	18:40	31.94	32.14	685	3
Miss Tri State, H. C. Van Sciver.....	20:10	18:14	29.75	32.91	724	2
Chris Craft Cadet, B. Smith.....	18:40	18:33	32.14	32.35	761	1
Chris Craft Cadet II, A. Gross.....	26:35	20:40	22.57	29.03	545	4
Dodge Water Car.....	21:41	DNS	27.67	....	289	5

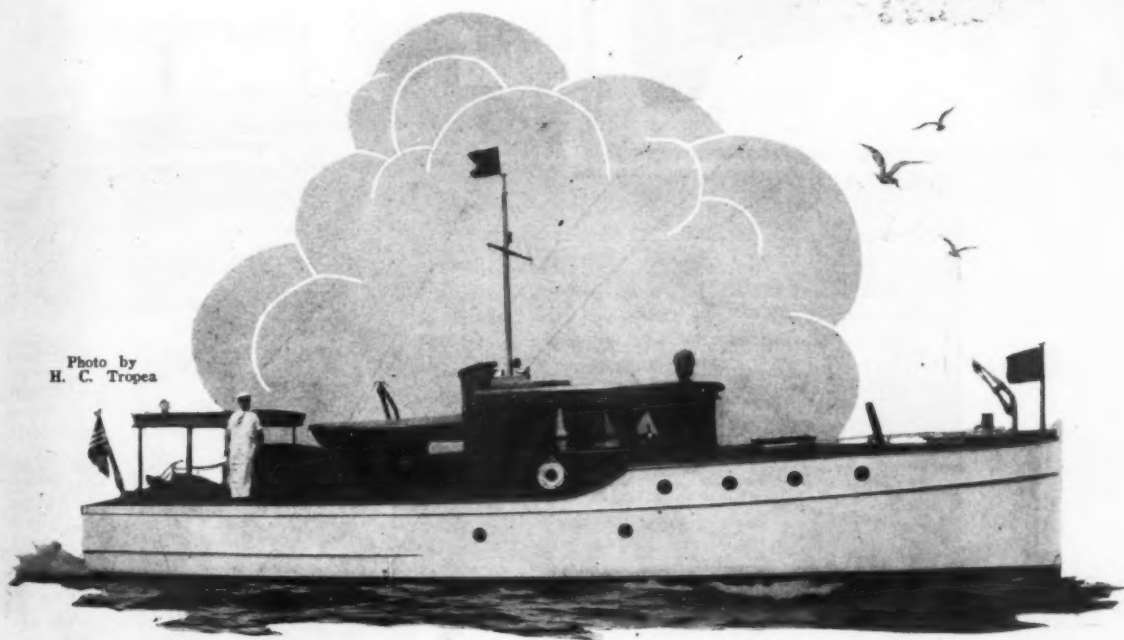
725 Cubic Inch Runabouts, 2 Heats of 10 Miles Each

Boat and Owner	Elapsed Time		Speed MPH		Total Points	Position
	1st heat	2nd heat	1st heat	2nd heat		
Arab VIII, R. H. Sidway.....	16:03	15:16	37.38	39.30	800	1
Chris Craft, Bernard Smith.....	16:34	15:30	36.22	38.71	685	2
Dart, Orme.....	DNF	....	....	....	....	....
Rebekah, C. Chance.....	18:25	18:21	32.58	32.70	613	3
ETC, E. T. Chase.....	16:30	DNF	36.36	....	361	4

(Continued on page 110)

Down to Sea in The Vinyard Fifty-Footer

Photo by
H. C. Tropea



THIS Vinyard Fifty-Foot Twin-Screw Cruiser, owned by Arthur I. Levine, is shown passing out the Delaware Capes on her way to New York by the outside route.

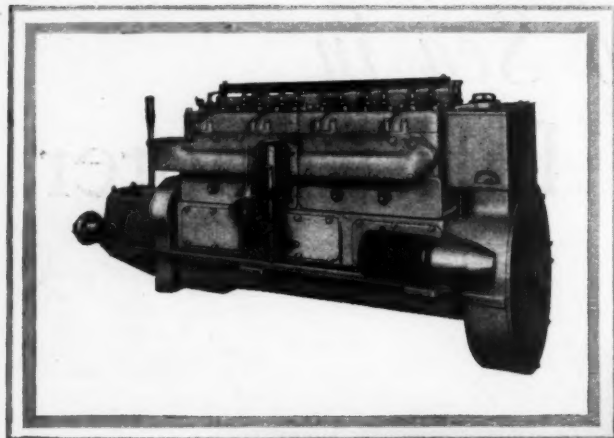
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formance must clearly indicate to all thoughtful people the prominent position occupied by Kermath. This leadership has come as a result of advanced engineering and mechanical refinements built into every Kermath engine.

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Advertising Index will be found on page 170

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One of the outstanding and most interesting events during the 11th International Regatta at Detroit was the Kermath Trophy Race.

This annual race, sponsored by the Kermath Manufacturing Company, is the premier cruiser event of the year.

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When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 129 West 40th Street, New York

Regatta at Baltimore, September 10, 12, 1927

Summary of Outboard Events

(Continued from page 112)

Class B Outboards, 2 Heats of 2 1/4 Miles

No.	Boat and Owner	Elapsed Time		Speed MPH		Final Position
		1st heat	2nd heat	1st heat	2nd heat	
0-403	Baby Emma, M. Loyd.....	DNF	DNS	.....	.....	1
0-409	Kayo 2nd, J. T. Herbst.....	6:30	6:34	23.08	22.84	1
0-401	Zero, E. Pickard, Jr.....	6:29	6:36	23.14	22.73	2
0-410	Baby Joycelin III, P. Childers.....	7:10	DNF	20.93	.....	8
0-411	Arlalear, J. O. W. Rouse.....	DNF	8:43	.....	17.21	10
0-412	Skimmer	8:34	8:21	17.51	17.96	5
0-413	Lockwood, H. Oherl.....	DNS	DNS	.....	.....	.....
0-2	Miss Circuit Rider, H. Hentschell.....	8:04	10:40	18.60	14.06	6
0-405	Chesapeake I, Chesapeake City Boat Co.....	DNF	DNS	.....	.....	.....
0-117	Cutie Cute Craft, C. G. Cooper.....	6:35	6:43	22.78	22.33	3
0-116	Cute Craft Herself, A. Buffington.....	DNF	6:35	.....	22.78	7
0-157	Cute Craft's Boy Friend, A. Buffington.....	6:53	7:18	21.79	20.55	4
0-93	Boots—Charles Morrell	DNF	DNS	.....	.....	.....
0-92	Squirrel, H. Mayer.....	DNF	DNS	.....	.....	.....
N S B C,	Steve Karasz.....	DNS	8:02	.....	18.67	9
0-404	Metal Bug, A. R. Knight.....	DNF	DNF	.....	.....	.....

Class C Outboards, 2 Heats of 2 1/4 Miles

No.	Boat and Owner	Elapsed Time		Speed MPH		Final Position
		1st heat	2nd heat	1st heat	2nd heat	
0-289	Miss Orange Crush, J. Deal.....	6:36	DNF	22.73	DNF	15
0-406	Chesapeake II, Chesapeake City Boat Co.....	5:54	DNS	25.41	DNS	11
0-414	Greenwood, A. T. Conord.....	6:55	DNS	21.69	DNS	20
0-405	Chesapeake, Chesapeake City Boat Co.....	11:43	5:47	12.80	25.94	8
8-286	Vabb, W. D. Dobson.....	DNF	5:57	DNF	25.21	12
0-22	Miss Whitestone, H. Hentschell.....	DNF	8:46	DNF	17.11	23
0-323	Querida, A. J. Masury.....	6:51	DNS	21.90	DNS	19
0-118	Baby Whale, F. Oswald.....	5:19	5:34+	28.21	26.94	1
0-401	Zero, A. Pickard, Jr.....	5:36	5:34	26.79	26.95	2
0-402	Upset, Fred Wright.....	DNF	5:57	DNF	25.21	10
0-408	Essington Ya Ya, G. A. Smith, Jr.....	5:52	5:41	25.57	26.39	3
0-93	Boots, Charles Morrell	DNF	6:56	DNF	21.63	17
0-409	Kayo 2nd, J. T. Herbst.....	5:39	DNS	26.55	DNS	9
0-92	Squirrel, H. Mayer.....	6:18	6:07	23.81	24.52	7
0-407	Exide, E. G. Edwards.....	DNF	DNS	.....	.....	.....
0-285	Baby Norfolk, Gas & Engine Boat Co.....	DNF	6:11	DNF	24.26	13
0-415	Baby Rex, C. P. Rackner.....	6:40	DNS	22.50	DNS	16
0-116	Cute Craft Herself, A. T. Buffington.....	5:33	7:05	27.03	21.18	5
0-404	Metal Bug, A. R. Knight.....	DNF	DNS	.....	.....	.....
0-322	Baby Billy II, J. L. Cox.....	DNF	5:11	DNF	*28.94	6
0-117	Cutie Cute Craft, C. C. Cooper.....	DNF	7:23	DNF	20.32	21
W-11	Baby Wanderjax, W. M. Ware.....	5:34	6:15	26.95	24.00	4
0-157	Cute Craft's Boy Friend, A. T. Buffington.....	DNF	7:45	.....	19.35	22
34	.....	6:29	DNS	23.14	.....	14
0-17	Steam	DNS	7:00	.....	21.43	18

Free For All Outboards, 2 Races of 2 1/4 Miles Each

No.	Boat and Owner	First Race			Second Race		
		Time	Speed	Position	Time	Speed	Position
0-118	Baby Whale, F. Oswald.....	5:44	26.16	5	5:59	25.07	7
0-22	Baby Whale, H. Hentschel.....	5:31	27.19	(Disqualified)	5:37.1	26.71	3
0-286	Vabb, W. D. Dobson.....	5:12	*28.85	1	7:15	20.70	8
0-285	Baby Norfolk, Gas & Engine Co.....	5:26	27.61	2	5:37.3	26.71	5
0-322	Baby Billy II, J. L. Cox.....	5:32	27.11	3	5:37.2	26.71	4
0-401	Zero, A. Pickard, Jr.....	5:39	26.55	4	5:45	26.09	6
0-409	Kayo II, J. T. Herbst.....	5:53	25.50	(Disqualified)	DNS	.....	.....
0-402	Upset, Fred Wright.....	5:50	25.71	6	DNS	.....	.....
0-323	Querida, A. J. Masury.....	6:45	22.22	9	DNS	.....	.....
0-17	Steam	6:40	22.50	8	DNS	.....	.....
0-408	Essington Ya Ya, G. A. Smith, Jr.....	5:22	27.95	(Disqualified)	5:37	26.71	2
0-93	Boots, Charles Morrell.....	7:50	19.15	10	DNS	.....	.....
0-407	Exide, E. G. Edwards.....	6:17	23.87	7	DNS	.....	.....
0-157	Cute Craft's Boy Friend, A. Buffington.....	DNS	.....	..	5:35	26.87	1

*New World's Record for Class C.

Cruiser Free For all—1 Heat of 5 Miles

Boat and Owner	Total Elapsed Time	Position at Finish
Virginia III, Ray Thompson.....	18:49	2
Rene, Jr., L. M. Simmons.....	27:07	5
Turbot, Wm. Patterson.....	22:31	3
Langdon M. Mr. Manley.....	26:05	4
Spitfire, E. J. Van Sciver.....	16:54	1
Scheherazade, G. Nass, 3rd.....	30:06	6
Intrepid, E. Webb.....	DNS	..

Cruiser Handicap—1 Heat of 5 Miles

Boat and Owner	Total Elapsed Time	Position at Finish
Virginia III, Ray Thompson.....	19:13	3
Rene, Jr., L. M. Simmons.....	24:19	6
Turbot, Wm. Patterson.....	27:22	5
Langdon, M. Mr. Manley.....	22:27	1
Spitfire, E. J. Van Sciver.....	DNF	..
Scheherazade, G. Nass, 3rd.....	29:11	2
Intrepid, E. Webb.....	38:02	4

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A complete summary of the contents of Volume X follows:

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Baby Stepper, 14-Foot Class C Racing Hydroplane
Apple Sauce, 10-Foot Racing Hydroplane
Toto, 16-Foot Stepless Outboard Boat
Jazz Bug, 12-Foot Hydroplane
Pirate, a 39-inch Model Sloop
A 12-Foot Dinghy
Buster, 12-Foot Sailing Dinghy
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Jan, 9-Foot by 3-Foot Sailing and Outboard Boat
Snapper, 12-Foot Round Bottom Sailing Dinghy
Whiz, 13'6" Hydroplane
Sue, 15-Foot Motor Skiff
Whiz, 16-Foot Baby Buzz Outboard Speedster
Transco, 18-Foot Outboard Runabout
Sharple, 9-Foot Flat Bottom Dinghy
Kingfisher, 14-Foot Fishing Skiff
Canvasback, Outboard Canoe

Gannet, 12-Foot Sailing Skiff
Green Diamond, 12-Foot Outboard Hydroplane
Nonpareil, 14-Foot Outboard Cruiser
Sea Shell, 17-Foot Service Boat
Marybelle, 14-Foot Runabout
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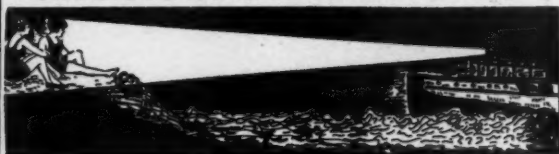
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CINCINNATI

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Yard and Shop

(Continued from page 73)

Another New Show Room

An announcement of great interest to the Motor Boating world comes from the Banfield Sea Skiff Works Inc., of Atlantic Highlands, New Jersey, namely, the opening in New York City of a show room in the 277 Park Ave. Building.

This is conclusive proof of the great strides the Motor Boating industry as a whole and the Banfield organization in particular have made during the past year or so. The great popularity of the Banfield Sea Skiffs has caused the manufacturing facilities of this organization to be exactly doubled during the past year with a further expansion program due this coming fall.

According to Charles A. Hindman, Vice President and Sales Director of the Banfield Company, the opening of the New York sales room is for the convenience of the great number of visitors who make the pilgrimage from New York and all over the world to Atlantic Highlands to see these famous boats. In the New York show room one of the latest models will always be on exhibit and here boat lovers may examine and discuss the unusual features found only in these boats, to their hearts content.

Marine Engines Wanted

An interesting item appeared in the September 5 issue of the *Automotive World News*, issued by the Bureau of Foreign and Domestic Commerce, Department of Commerce, Washington, D. C., and referred to as item 773. This reads as follows:

TO AMERICAN MANUFACTURERS OF MARINE ENGINES: One of the largest companies in Sweden selling American automobiles and accessories wishes to secure a contract for American marine motors. This company is planning to add a motor boat department to their business and intend to sell the completed motor boat to consumers. They require a 4-cylinder motor of 20 to 35 horse-power, having in the neighborhood of 1,100 revolutions per minute and making a speed of about 15 knots. They expect to sell the completed motor boat for from 2,000 to 2,500 crowns retail. American firms interested in carrying on negotiations regarding this prospective agency are requested to secure further details from the Automotive Division.

(Continued on page 122)

American Boat Wins International Race

(Continued from page 17)

broken shaft put her out of the running at the sixty-sixth mile. This boat is almost a duplicate of Miss Syndicate, and was designed by George F. Crouch and built by the Horace E. Dodge Boat Company of Detroit.

The 150 mile Sweepstakes race brought out one new owner and driver, George Harrison Phelps, Jr., of Detroit, who entered his Baby Skylark. Although this was Mr. Phelps' first major race, yet he handled his craft like an old timer, and showed the result of much careful preparation and practice. Unfortunately, Baby Skylark was put out of the race at about the eleventh mile by injury to the rudder by hitting driftwood. Yet while this boat remained in the race, Mr. Phelps had her well up with the leaders and better or more skillful driving has seldom been seen on any race course.

Gar Wood entered his Gold Cup boat, Baby Gar VIII, which had been changed over considerably from the craft he raced at Greenwich, Conn., in August. Dr. Sandborn was at the helm of Baby Gar VIII, and drove a truly remarkable race, but his boat did not have the speed to make her a dangerous contender for first place at any time. He kept Baby Gar VIII on the course however, and completed 114 miles before he was flagged off in third place.

Horace E. Dodge also entered his Gold Cup racer, Solar Plexus, which was driven by Commodore Ericson of Canada. This boat ran at a speed of about 47 miles an hour for 135 miles of the distance when she was flagged off in second position.

The other starters in the 150 mile Sweepstakes were Sister Syn, owned by Horace E. Dodge, which withdrew after 66 miles, Bottoms Up, owned and driven by James H. R. Cromwell, which lasted for only 18 miles, and Baby Chick, owned by Dr. S. B. Smith of Cleveland and driven by Owen Smith. Baby Chick is the boat built for this year's Gold Cup race by Chris Smith & Sons, but which was not completed in time to compete. Her power is a 16 cylinder Miller engine. Baby Chick lasted for about 50 miles in the Sweepstakes race when engine trouble put her out of the running. (A complete summary of the race will be found on page 126.)

As is usual at the Detroit races, the setting was perfect. W. D. Edenburn was at the helm as Chairman of the Race Com-

(Continued on page 124)

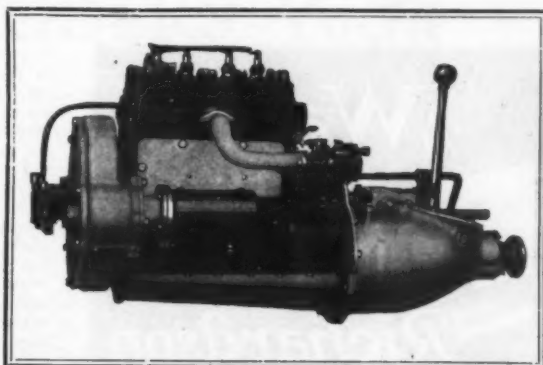
The HALLETT Baby Marine ENGINE

A Highly Developed, Refined Small Boat Engine

THE SPECIALIZED MANUFACTURING OF ONE SIZE INDIRECT AND SILENT CHAIN REDUCTION DRIVE MODELS MAKES IT POSSIBLE FOR US TO EXCEL IN WORKMANSHIP, MATERIALS AND FINISH, THE EXACTING REQUIREMENTS OF THE MOST DISCRIMINATING PURCHASER.

MANUFACTURED COMPLETE IN OUR OWN PLANT, EVEN TO REVERSE GEARS AND WATER PUMPS. NOT A CONVERSION OR ASSEMBLED JOB OF STOCK PARTS, BUT A PRODUCT ENGINEERED AND MANUFACTURED SOLELY FOR THE PROPULSION OF SMALL BOATS.

4-Cylinder 4-Cycle
2 7/16" Bore 2 3/4" Stroke
Timken Roller Bearings
Link Belt Silent Chain
Hand or Electric Starting
Direct or Reduction Drive
Weight, 210 to 305 Lbs.
Price, \$300.00 to \$400.00



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Size Light Tested	Test Voltage	Projection in Beam C. P.
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10"	12 v.	450,000
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of running lights and cabin fixtures.
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Main Office and Works: Springfield, Mass.
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Yard and Shop

(Continued from page 120)

Marine Trade Association Arrives

To a detached observer, one who is not handicapped by a too intimate knowledge, the growth of the marine industry in all of its branches must be a very interesting phenomenon. He saw it evolve step by step from a very humble and not too auspicious beginning to its present stage where the capital of successful business corporations on the outside has already been invested, to a business man always a very sure sign of progress, and yet the industry is still in its infancy. The next few years are going to see a more remarkable development than those which have passed. When one talks of the marine industry, what they are really considering is a number of separate units all engaged in the same business it is true, but everyone of them working on different tangents usually at cross purposes and unfortunately with very little unity among them. True, there is an association of manufacturers of engines, boats, etc. The manufacturers in their particular sphere no doubt have accomplished their objects but unfortunately the manufacturers are in the minority when considering the trade as a whole since every manufacturer has a large number of dealers, distributors, etc., who are a very important part of the marine scheme.

A very successful organization has been formed in New York City to bring in closer contact every element of the marine trade and whereas its province is not limited to dealers and whereas it does not exclude manufacturers or any other branch of the trade, still its membership so far has been confined almost exclusively to distributors, hardware dealers, boat builders, etc. The purpose of the Marine Trade Association or M. T. A. as it is commonly called as outlined on the letterhead of the organization, is the promotion of harmony and good fellowship in the trade. It conflicts in no way with any other existing organization and thus far its membership has been confined almost entirely to the Metropolitan district, although eventually it will spread to every boating center. It has the Rotary idea of a luncheon and get-together one day a week and it certainly is a very encouraging sight to see competitors in business calling each other by their first name and for the moment forgetting their business connections and acting entirely as friends. It gives an opportunity also for a salesman or head of the house to meet his customers in a purely social way and it is an acknowledged fact that more business is done around a luncheon or dinner table than in the office. The social programme will consist of dinners, stags, talks or addresses of interest by well known speakers and in general a combination of affairs all tending to promote that good will and good fellowship which are so necessary in any industry.

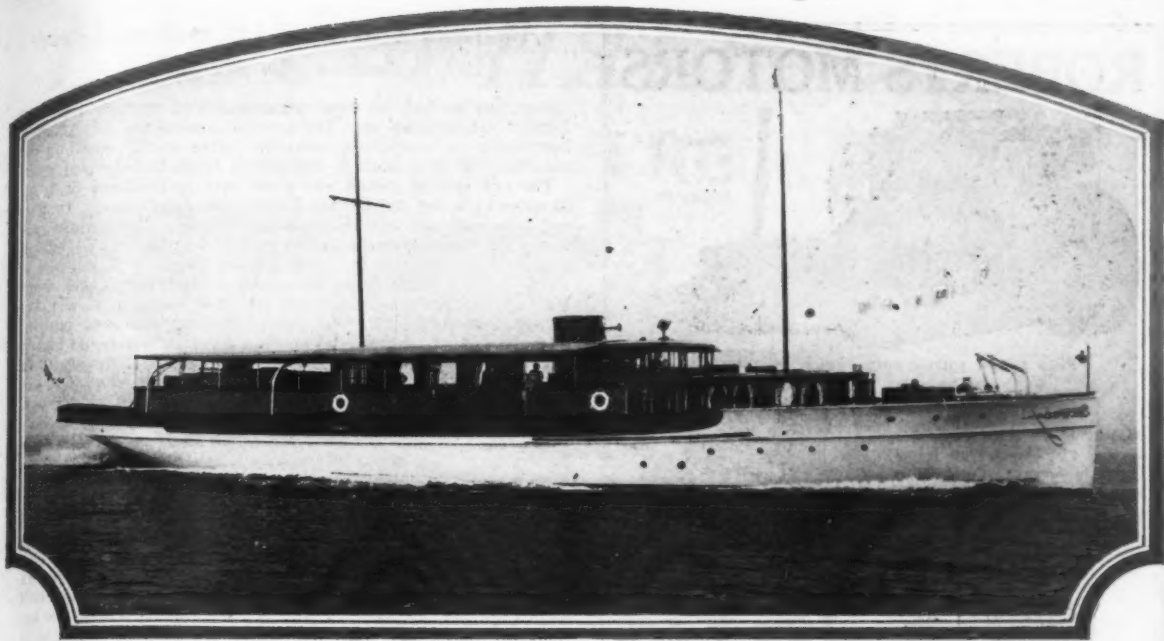
The organization was founded by a small group and with no spherical announcement and just the advertising which comes from spreading the idea around personally, there are already enrolled almost 30% of the total number of eligibles in the Metropolitan district. This fact alone shows how the idea has taken hold and how definitely there is place for such an organization. It is of course a non-profit making, non-salary paying venture and those officers elected give their time entirely without pay of any sort. There is no initiation fee and the dues have purposely been made very low so as to bar no one eligible for membership. They are \$5.00 a year. The temporary officers elected are J. S. Lobenthal, President and A. S. McLaughlin, Secretary. The temporary headquarters have been established at 50 West 17th Street, New York City.

Without question, this Association in a very short time is going to be a dominating influence in the social end of the business and the old adage, "All work and no play makes Jack a dull boy" applies just as strongly to the marine experts as anywhere else. A cordial invitation is extended to those eligible, to communicate with the temporary president regarding membership.

Some Quick Work

We learn of some interesting fast work in the sale and delivery of a Chris-Craft runabout by the New York office of this company. Florenz Ziegfeld called to see a Chris-Craft runabout in the New York Show Room, learned that he could secure prompt delivery on one of these. Late in the afternoon, an order was placed for one to be driven by a 150 h.p. Kermath. The boat was to be used on Lake Edward in Canada, and only four days remained before the boat would be wanted at its destination. Quick work on the telephone showed that the factory in Detroit could ship a boat that same afternoon, and it was immediately put into an express car and started off. The boat reached its destination promptly, and in ample time for the owner to use it throughout his stay there.

(Continued on page 160)



Zapala

—a New LUDERS Yacht

THE excellence of Luders design and the supremacy of Luders craftsmanship are demonstrated more emphatically than ever in Zapala. This beautiful 124-foot yacht, just completed for Howard E. Coffin, Esq., of Detroit, Michigan, is powered with two 350-H.P. Winton gasoline engines, giving a speed of 17½ miles an hour.

Let us tell you about our unsurpassed facilities for building fine boats. Information and photographs of some other yachts we have built will be gladly sent on request.

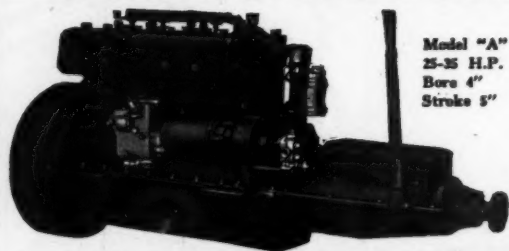
The LUDERS Cabin Runabout

THIS beautiful standardized craft is ideally suited for cruising in Florida waters. It gives the full protection and accommodations of a cruiser plus the ease of handling and speed of a runabout. Among its notable features are a forward cockpit, enclosed bridge with auto type of controls, cabin with berths, kitchenette, lavatory and lockers, etc., and an after cockpit. Speed, 28 to 30 miles an hour. Immediate deliveries are now being made on this popular Luders boat.



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ROBERTS MOTORS

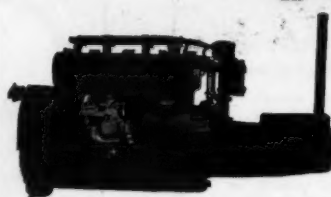
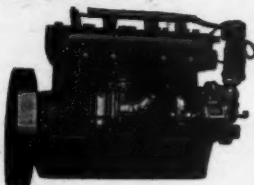


Model "A"
25-35 H.P.
Bore 4"
Stroke 5"

Price \$306.00, without reverse gear or starter.

Model "J" 16 H.P. Bore 3 1/2", Stroke 4". The lowest priced engine in America. Complete as shown, \$225.00.

Interchangeable with Ford parts.



Model "RS" 35 H.P.
Price complete without reverse gear or starter, \$329.00.

A motor for fast runabouts.

ROBERTS MOTORS
SANDUSKY, OHIO

American Boat Wins International Race

(Continued from page 120)

mittee, and he had his usual organization of workers from the Detroit Yacht Club and Yachtsmen's Association of America. Everything in connection with the racing events went off so smoothly that it is hard to see how it could be improved upon.

The first day of racing was given over to the three heats of 30 miles each for the Detroit Yacht Club Development Trophy, and two heats for the 151 inch hydroplanes. The former race was a big disappointment as the field was small, and the racing uninteresting. Horace E. Dodge's Solar Plexus took the race in three straight heats. Commodore H. B. Greening's new Rainbow VI, built especially for this race was expected to win, but proved a big disappointment while running in second position in the first heat. Rainbow VI lost a propeller blade, and had to withdraw. In the second heat, Rainbow took a slight lead over Solar Plexus which she would have held to the finish, had not she cut the last buoy and before she could return to round it, Solar Plexus had finished. In the third heat Rainbow failed to start, due to clutch trouble. Rainbow VI is powered with a Gold Cup Miller engine, and was built by Ditchburn. As in the case with all the Rainbows, the workmanship was of the best, and the appearance of the new boat was up to the standard set by her sisters. But in running she did not develop the speed that was expected of her. She is a single step hydroplane and was really built to compete in next year's Gold Cup races. The wisdom of Commodore Greening in having his boat ready a full year ahead of time should be applauded. No doubt in the 1928 Gold Cup race, Rainbow VI will be a remarkable boat as she has immense possibilities and Commodore Greening will be able to whip her into shape during the next twelve months.

The 151-inch hydroplanes ran in four heats of 5 miles each. Miss Spitfire V, owned by James H. Rand, Jr., proved the winner by taking three firsts, the other going to Miss Massachusetts. The best heat speed of 47.663 m.p.h. was made by Spitfire V, while Miss Westchester made the best lap speed of 48.849 m.p.h.

As is usual at Detroit, Sunday was given up to informal and local racing, but these events proved most interesting. There was a race for Matthews cruisers in which ten boats started, the winner being Linore, one of the new Matthews cruisers which covered the six miles course in 27:14 or 13:22 m.p.h.

In the class for 100 h.p. stock runabouts, nine boats started. Cadet, owned by Chris Smith & Sons, won the event with a speed of 33.78 m.p.h. A Chris-Craft also won the event for 26 foot stock runabouts, powered with 150 h.p. The speed of the winner was 40.53 m.p.h., and her best three mile lap was made at the rate of 41.72 m.p.h.

The race for cruisers powered with Kermath motors was one of the most interesting of the entire regatta. Fourteen real cruisers started the six mile race, and Flicker, owned by Fred Ford, proved the winner. This boat covered the course in 17 minutes 40 seconds, which is at the rate of 20.38 m.p.h. In the class for 25 foot stock runabouts powered with 100 h.p. motors, there were six starters. Sea Breeze, owned by J. E. Potter, won with a speed of 32.79 m.p.h.

The outboard races attracted the largest field of these boats that have raced anywhere this year. Thirty-three class C boats finished the three mile race, the river hardly being wide enough at the starting point to permit them to cross the line without fouling. The winner was Century Kid I, owned by N. Wenzel, which averaged 26.67 m.p.h. This boat was built by the Century Boat Company of Milwaukee, Wis., and was powered with a Johnson motor. Bill of Detroit, driven by William Doak, Jr., finished in second position.

In the race for Class B outboards, 21 boats finished, the race going to Baby Chrysler, owned by H. Vreeland, whose speed was 23.74 for the three mile race.

In the mile trials for outboards, the best average speed for 6 one-mile dashes went to Baby Whale, driven by Helen Hentschel of New York. The average speed for the six runs was 30.516 m.p.h., a world's record for outboards. Baby Whale is one of the stock outboard boats built by D. N. Kelley & Son of Fairhaven, Mass. It is a 14-footer, and was powered with a Class C Evinrude motor.

Bill of Detroit, powered with a Johnson motor, ran six one-mile dashes at an average speed of 28.559 m.p.h., and then ran course with the same boat and motor equipped with a muffler. The average speed in this instance was 27.444 miles an hour, only a trifle over a mile an hour slower than with the muffler removed. All of the outboard races at Detroit were run with all the boats equipped with mufflers. It was a very pleasing relief to the ears from the conditions at other regattas.

Miss Syndicate average 54.711 in her mile trials, and Sister Syn 54.586 m.p.h. A complete summary of all the classes at the Detroit Regatta will be found on pages 126, 128 and 132.



Matthews-Blood Marine Gear Drive

Adds Speed and
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For pleasure and commercial craft, 30 to 70 feet—capacity up to 125 H.P. at 1700 R.P.M. of engine. Absolutely quiet, ball bearings, water cooled, ratio 1.75 to 1.

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OUTBOARD MOTOR BOATS

8 Models for all requirements from family use to racing. Speeds up to 26 m.p.h.

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Four sizes of rowing and 3 sizes of sailing models. PENN YAN DINKS are justly famous.

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BABY WHALE Captures A.C.F. TROPHY



Frank Oswald, driving a Baby Whale, won the a. c. f. Trophy at Washington and the Class C race for outboard motorboats at Baltimore.



AT WASHINGTON, D. C., in the President's Cup Regatta, held on the Potomac River, September 17th, Frank Oswald, driving a standard Baby Whale, won the a. c. f. Trophy, representative of the outboard motor boat Free-for-All Championship of America. In this same event, a Baby Whale, driven by Miss Helen Hentschell, took second place.

At Detroit in the Eleventh Annual International Regatta, Miss Hentschell, driving a stock Baby Whale, created a new world's mile trial record for Class C at a speed 30.516 miles per hour. At the Second Annual Baltimore Regatta, Frank Oswald, driving a Baby Whale, won the Class C race for outboards.

These outstanding victories, won in competition with many other makes of outboard motor boats, are convincing proof that the 14-foot Baby Whale step-plane is America's foremost boat for outboard motors. It is the lightest all-wood hydroplane in the world, and is built to an unsurpassed standard of quality. Let us tell you about it.

Write today for further details.

D. N. KELLY & SON
FAIRHAVEN, MASS.



30.516 miles per hour is the new world's mile trial record for Class C outboard motor boats held by Miss Helen Hentschell and made with a stock model Baby Whale.

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

International Regatta at Detroit, September 3, 4, 5, 1927

Detroit Yacht Club—Summary of Results

International Race—1½ Liter Hydroplanes—3 Heats, 15 Miles Each—3 Mile Laps

Boat and Owner	Driver	Country	Elapsed Time			Speed M.P.H.		Best Lap	Speed Final	Posi- tion	3rd heat
			1st heat	2nd heat	3rd heat	1st heat	2nd heat				
Little Spitfire, J. H. Rand, Jr.	Ralph Snoddy	America	23:57.92	24:00.10	24:59.20	37.554	37.497	36.019	38.811	1	
Miss Betty, E. Johnston-Noad	E. Johnston-Noad	England	27:55.43	32:38.63	25:22.79	32.231	27.570	35.461	37.938	3	
Newg, Miss M. B. Carstairs	Frederick Cooper	England	24:06.78	24:10.13	25:11.17	37.324	37.238	35.733	37.988	2	
Sigrid V, R. C. Krueger	Mrs. R. C. Krueger	Germany	28:17.98	28:13.32	29:09.27	31.802	31.890	30.870	32.951	4	
Sigrid VI, R. C. Krueger	R. C. Krueger	Germany	27:45.61	D.N.F.	29:40.54	32.421	D.N.F.	30.328	33.960	5	
Hornet, G. Bradfield	Cotton Barrick	America	D.N.F.	D.N.S.	D.N.S.	.....	.....	.....	D.N.F.	..	

151 Inch Hydroplanes—Four Heats, 5 Miles Each—2½ Mile Laps

Boat and Owner	Elapsed Times				Speed M.P.H.				Speed Best Lap	Final Position
	1st heat	2nd heat	3rd heat	4th heat	1st heat	2nd heat	3rd heat	4th heat		
Miss Westchester, E. W. Hammond	6:49.00	6:39.40	7:27.24	D.N.F.	44.009	45.067	40.247	.....	48.849	4
Spitfire V, J. H. Rand, Jr.	7:16.20	6:19.20	6:17.65	6:45.21	41.265	47.468	47.663	44.421	47.918	1
Miss Massachusetts, L. T. Savage	6:30.20	6:31.20	7:06.55	D.N.S.	46.130	46.012	42.199	.....	47.331	2
Miss Buckeye, G. Bradfield	No time	7:09.40	10:50.83	D.N.F.	.....	41.918	27.656	.....	43.971	5
Ricochet, J. H. Moeller	7:53.70	7:41.20	10:55.75	7:38.66	37.999	39.028	27.449	39.245	39.731	3
Little Spitfire, J. H. Rand, Jr.	D.N.S.	7:06.80	D.N.S.	D.N.S.	.....	42.174	.....	.....	43.859	6
Baby Ruth, O. X Schnering	D.N.S.	D.N.S.	7:27.43	7:35.43	.....	.....	40.230	39.523	41.118	7

Detroit Yacht Club Development Class—Three Heats of 30 Miles Each (3 Mile Laps)

Boat and Owner	Elapsed Times			Speed MPH			Speed best lap	Final position
	1st heat	2nd heat	3rd heat	1st heat	2nd heat	3rd heat		
Rainbow VI, H. B. Greening.....	DNF	40:18.80	DNS	.....	44.650	.....	51.428	1
Solar Plexus, H. E. Dodge.....	38:12.80	37:21.40	37:14.60	47.103	48.027	48.330	49.272	3
Bottoms Up, J. H. R. Cromwell.....	DNS	DNS	40:49.20	.....	.....	44.096	44.517	2

Free For All Runabouts—1 Heat—15 Miles—3 Mile Laps

Boat and Owner	Elapsed Time	Speed MPH	Speed best lap	Final position
Gold Fish, Fink & Eddie.....	24:11.00	37.215	38.001	1
Betty Bobo, W. C. Koerber.....	25:03.30	35.920	36.511	2
Jul Ed, Julius Porath.....	30:03.60	29.940	30.422	3

25 Foot Stock Runabouts—100 Horse Power—1 Heat, 15 Miles—3 Mile Laps

Boat and Owner	Elapsed Time	Speed MPH	Speed best lap	Final position
Sea Breeze, J. E. Potter.....	27:26.80	32.790	33.169	1
Dart, E. M. Littin.....	28:24.40	31.682	31.952	2
Jul Ed, E. Porath.....	29:06.00	30.927	31.213	3
Dodge Water Car No. 6, Detroit Speed Boat Liv.....	31:06.80	28.926	29.347	4
Fal-Jean, R. C. Rech.....	32:12.60	27.941	28.171	5
Alice Jean, C. S. Shelly.....	Dropped Out			

Matthews Cruisers—1 Heat, 6 Miles—3 Mile Laps

Boat and Owner	Position at Finish
Linore, V. Link.....	1
Bookie, H. Buchbinder.....	2
Edith C, H. E. Blood.....	3
Matthews 46, S. Matthews.....	8
Rob-E-Lo, R. E. Linn.....	5
Ulrica, L. Ullrich.....	6
Bess Pal, G. W. Matthews.....	7
Matthews 38, S. Matthews.....	4
Leonora III, M. B. Grover.....	9
Pal II, T. Schmitt.....	10

Winner's time 27:13.60, speed 13.222 m.p.h.

Summary of Detroit Mile Trials

(3 Runs with Current and 3 Against Current)	Average speed MPH	Average speed knots
Bill of Detroit (034), Wm. Doak.....	28.559	24.801
Sister Syn (T-30), H. E. Dodge.....	54.586	47.404
Baby Whale (0-118), F. Oswald.....	30.516	26.502
Caille (0149), A. Vater.....	23.927	20.779
Bill of Detroit (034), with muffler, W. Doak	27.444	23.833
Hornet (A-7), G. Bradfield.....	35.782	29.986
Spit-u-go (0221), W. J. Scripps.....	27.982	24.300
Century Kid (401), Century Boat Co.....	28.205	24.494
Miss Syndicate (D-1), H. E. Dodge.....	54.711	47.513
Baby Ruth, Jr. (0293), Century Boat Co.....	27.197	23.619
Caille B (048), A. Vater.....	24.353	21.149

Class B Outboards—1 Heat—3 Miles—3 Mile Laps

No.	Boat and Driver	Elapsed time	Speed MPH	Final position
47	Baby Chrysler, H. Vreeland....	7:35.00	23.736	1
149	A. Vator	7:43.60	23.295	2
237	W. E. Lyman.....	8:02.00	22.385	3
42	Miss Mable, Wade Hoffman....	8:14.20	21.853	4
-	Orval Klann.....	8:17.20	21.721	5
34	Bill-O-Detroit, Bill Doak, Jr....	8:26.20	21.335	6
293	Baby Ruth, Jr., J. F. Pawling....	8:44.60	20.587	7
141	B. Schmuck.....	8:49.60	20.392	8
240	Fred Klann.....	8:57.20	20.104	9
145	Poison, Ray Wesenberg.....	9:04.60	19.831	10
37	Angle-On, Leslie Collins.....	9:16.60	19.403	11
147	Miss Monroe, Harley Bailey....	9:24.60	19.128	12
36	Old Man Bill, Bill Doak.....	9:37.00	18.717	13
401	Century Kid I, Norman Wehzel..	9:37.20	18.711	14
146	Kay-L II, F. J. Housman.....	9:42.20	18.550	15
117	N. Prosser.....	9:54.00	18.181	16
242	.....	11:10.00	16.119	17
239	Me-Too, F. A. Cooley.....	11:13.80	16.028	18
405	Century Kid II, Helen Hentschel..	11:22.60	15.821	19
148	A. D. Matthews.....	12:33.60	14.331	20
130	Thaver Kralick.....	13:32.20	13.297	21

(Continued on page 128)

HERBST SPECIAL

—Something New in Hulls

—Something New in Performance

Winner of

The HALL-SCOTT Trophy
for Class B

Outboard Motor Boat Championship



Kayo II, a Herbst Special, winner of the Hall-Scott Trophy emblematic of the Class B Championship, and holder of the world's speed record in competition for Class B outboard motor boats. Speed, 26.368 M.P.H.



A distinctive feature of the Herbst Special is the forward steering control.

THE Herbst Special is not merely just another boat for outboard motors. It is a proven champion that offers something new in design and something new in performance for the outboard enthusiast. Besides winning the Hall-Scott Trophy for Class B at the President's Cup Regatta in Washington, D. C., Kayo II, a Herbst Special, broke the world's record in competition for Class B, attaining a speed of 26.368 miles per hour. In addition to this Zero, another Herbst Special driven by E. Pickard in the Class C event at Washington, also established a new world's speed record of 30.827 miles per hour.

The Herbst Special is 12 ft. in length and has a beam of 44 inches. Among its notable features are Spanish Cedar planking and decking, oak frames, batten seam construction with Jeffery's marine glue, and copper and brass fastenings.

You need not wait longer for a thoroughbred champion. Order your Herbst Special today.



Zero, a Herbst Special, driven by E. Pickard, established a world's speed record of 30.827 M.P.H. in competition for Class C at Washington, D. C.

Write now for full details and price

HERBST BOAT WORKS, Wilmington, North Carolina

When writing to advertisers please mention MOTOR BOATING, the National Magazine of Motor Boating, 119 West 40th Street, New York

International Regatta at Detroit, September 3, 4, 5, 1927

(Continued from page 126)

1927 Detroit Sweepstakes

One Heat of 150 Miles (3 Mile Laps) Open to Displacement Boats Powered with Motors Not Exceeding in Piston Displacement; Boat Length Cubed Divided by 25

Boat Driver Owner	Miss Syndicate Horace E. Dodge Horace E. Dodge	Sister Syn Hill Horn D. E. Cromwell	Bottoms Up J. H. R. Cromwell J. H. R. Cromwell	Baby Gar VIII Dr. W. Sanborn Gar Wood	Baby Chic Owen Smith S. B. Smith	Baby G. H. Phelps G. H. Phelps	Skylark F. G. Ericson H. E. Dodge	Solar Plexus
Lap No.	Speeds in Miles Per Hour							
1	53.923	54.027	38.149	46.521	48.074		53.531	46.079
2	49.196	49.267	48.779	43.338	....		48.972	46.102
3	51.146	51.071	45.829	47.368	....		54.462	48.389
4	50.276	50.204	45.807	45.986	49.995			48.572
5	49.602	48.990	23.664	48.421	48.283			48.434
6	49.017	48.997	25.461	47.308	48.452			47.933
7	47.713	47.581	DNF	47.577	48.997			49.342
8	48.848	48.833	....	45.610	48.550			48.622
9	47.564	48.361	....	46.565	48.447			48.787
10	46.397	45.924	....	47.840	47.874			46.997
11	45.957	45.675	....	47.849	48.864			49.346
12	47.868	47.677	....	47.974	48.248			47.974
13	50.495	49.935	....	47.936	48.100			34.822
14	50.199	50.835	....	49.391	48.276			47.387
15	50.986	50.919	....	49.070	48.628			44.022
16	49.898	49.891	....	48.659	47.709			47.929
17	50.649	50.239	....	47.853	DNF			47.696
18	52.043	52.508	....	47.806	....			47.829
19	51.810	51.773	....	48.593	....			47.648
20	51.853	51.838	....	48.473	....			47.957
21	52.300	52.312	....	46.903	....			45.402
22	50.687	44.016	....	47.089	....			19.680
23	47.078	DNF	....	46.887	....			46.976
24	48.143	....	....	47.510	....			47.042
25	47.598	....	....	47.060	....			46.911
26	47.015	....	....	45.393	....			47.354
27	45.937	....	....	45.832	....			47.23
28	45.664	....	....	46.304	....			47.254
29	45.998	....	....	46.958	....			46.968
30	47.013	....	....	48.066	....			47.961
31	46.401	....	....	44.865	....			47.819
32	47.219	....	....	41.512	....			47.038
33	48.400	....	....	47.553	....			47.112
34	47.376	....	....	46.905	....			47.130
35	46.650	....	....	46.917	....			47.661
36	46.756	....	....	23.712	....			47.831
37	47.428	....	....	21.068	....			46.956
38	45.122	....	....	4.135	....			46.670
39	44.482	....	....	....	....			46.595
40	42.811	....	....	....	....			47.097
41	41.828	....	....	....	....			47.414
42	44.525	....	....	....	....			46.270
43	46.169	....	....	....	....			30.441
44	45.776	....	....	....	....			47.355
45	45.271	....	....	....	....			47.204
46	44.936	....	....	....	....			31.665
47	44.633	....	....	....	....			Flagged Off
48	43.979	....	....	....	....			....
49	43.347	....	....	....	....			....
50	44.949	....	....	....	....			....
Elapsed Time	3-09-34	....	....	....	....		....	....
Average Speed	47.478	....	....	....	....		....	....
Position	1	....	....	3	....		....	2
Fastest Lap	53.923	54.027	48.779	49.391	49.995		53.531	49.346

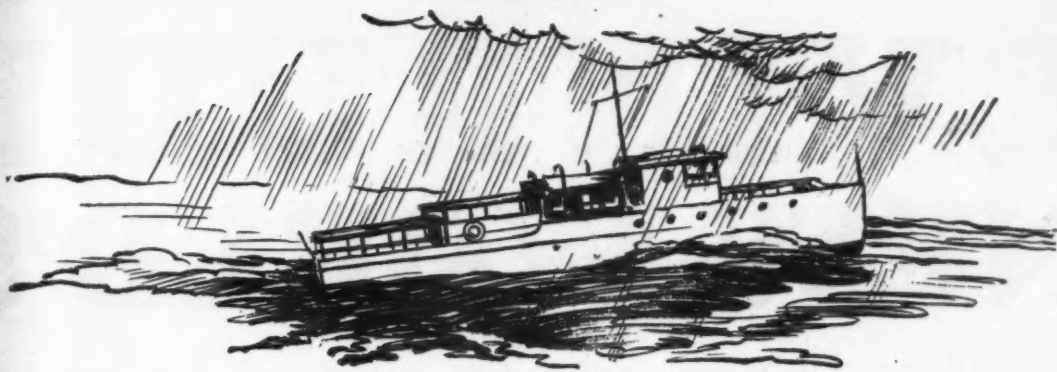
22 Foot Stock Runabouts—100 Horse Power 1 Heat, 15 Miles—3 Mile Laps

Boat and Owner	Total Elapsed Time	Speed M.P.H.	Speed Best Lap	Final Posi- tion
Cadet I, C. Smith & Sons	26:38.70	33.777	34.380	1
Cadet II, C. Smith & Sons	26:38.75	33.776	34.416	2
Sea Breeze, J. E. Potter	27:34.00	32.648	32.970	3
Cadet, A. B. Couture	28:00.40	32.066	32.393	4
Fore, C. H. Nunneley	28:37.40	31.442	31.736	5
Red Head, E. J. Delehanty	29:43.60	30.275	30.734	6
Jul Ed, E. Porath	D.N.F.	....	....	....
Jane, E. S. Evans	30:36.00	29.411	29.867	7
Cadet III, C. Smith & Sons	30:52.40	29.151	29.459	8

25 Foot Stock Runabouts—150 Horse Power 1 Heat, 15 Miles—3 Mile Laps

Boat and Owner	Total Elapsed Time	Speed M.P.H.	Speed Best Lap	Final Posi- tion
Chris Craft, C. Smith & Sons	22:12.40	40.528	41.715	1
Chris Craft, C. Smith & Sons	22:15.40	40.437	41.570	2
Dolphin De Luxe, J. L. Hacker	23:32.00	38.243	38.709	4
Chris Craft, C. Smith & Sons	22:15.21	40.443	40.955	3
Kermath VI, Fred Morgan	23:49.20	37.783	38.434	5
Dolphin, Crawford	D.N.F.	....	....	....
Lady Chris Craft, Jack Wood	D.N.F.	....	....	....
Dolphin, J. L. Hacker	D.N.F.	....	....	....

(Continued on page 132)



One Trouble You Can't Avoid— And One You Can

MAKE THIS CHART YOUR GUIDE

THE correct grades of Gargoyle Mobiloil lubrication of premium motorboat engines are specified below. The grades of Gargoyle Mobiloil are indicated by the letters shown below. "Arc" means Gargoyle Mobiloil Arctic.

If your engine is not listed here, see the complete Mobiloil Chart at your dealer's, or write to the Vacuum Oil Company, 61 Broadway, New York City.

NAME OF MOTOR BOAT ENGINE	1927 Engines		1928 Engines		1929 Engines		1930 Engines	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Continental-Van Duzee	BB	A	BB	A	A	Arc	A	Arc
Fay & Bowers	A	Arc	A	Arc	A	Arc	A	Arc
Hall Scott, L.M., L.M., 118	B	B	B	B	B	B	B	B
121, 122, 123, 124	B	B	B	B	B	B	B	B
(All other models)	B	B	B	B	B	B	B	B
Kermath, 1 to 20 H.P., incl.	B	B	B	B	B	B	B	B
Model 50-70 and 100	BB	A	BB	A	BB	A	BB	A
Model 9 and 150	B	A	B	A	B	A	B	A
(All other models)	B	A	B	A	B	A	B	A
Lathrop, Model 100	BB	A	BB	A	BB	A	BB	A
(All other models)	A	Arc	A	Arc	A	Arc	A	Arc
Niagara, D Series	B	Arc	B	Arc	B	Arc	B	Arc
Special	A	Arc	A	Arc	A	Arc	A	Arc
Palmer, L. H., Little Hawk	A	Arc	A	Arc	A	Arc	A	Arc
2 Cycle	A	A	A	A	A	A	A	A
Heavy Duty	B	A	B	A	B	A	B	A
(All other models)	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Red Wing, Thunder	BB	A	BB	A	BB	A	BB	A
Red Top, 118-High Speed	A	Arc	A	Arc	A	Arc	A	Arc
Red Wing, Thunder	BB	A	BB	A	BB	A	BB	A
(All other models)	A	Arc	A	Arc	A	Arc	A	Arc
Scripps P. Jr. Gold Cup	B	A	B	A	B	A	B	A
Model G5	B	A	B	A	B	A	B	A
Model F4 and F5	BB	A	BB	A	BB	A	BB	A
(All other models)	A	Arc	A	Arc	A	Arc	A	Arc
Speedway, Model K	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Model M, E, H, H.	A	A	A	A	A	A	A	A
Model M2	B	A	B	A	B	A	B	A
Model M3	BB	A	BB	A	BB	A	BB	A
(All other models)	B	A	B	A	B	A	B	A
Scotling, Neptune	A	Arc	A	Arc	A	Arc	A	Arc
(All other models)	B	A	B	A	B	A	B	A
Universal Pacifier	A	Arc	A	Arc	A	Arc	A	Arc
Super-Four	BB	A	BB	A	BB	A	BB	A
Model CLK	A	Arc	A	Arc	A	Arc	A	Arc
Super-Four	A	Arc	A	Arc	A	Arc	A	Arc
(All other models)	A	Arc	A	Arc	A	Arc	A	Arc

You plan a cruise. Two things may upset your well-laid plans. 1. The weather. 2. Engine trouble.

You can't do much about the weather. But how about engine troubles? Is there any way you can prevent rapid wear on bearings? Can you avoid unnecessary re-bore jobs? Can you keep down carbon deposits, spark plug and valve troubles?

Yes. Through correct lubrication. The wrong oil causes at least half of all engine annoyances. Half of all engine wear and expense.

There is one way to play safe. Buy the right oil for your engine and stick to that oil.

Why should you select Mobiloil? Because Mobiloil is sold to you on the basis of correct lubrication. The Mobiloil Engineers have carefully studied your engine. Their recommendations are so sound that 57 leading motor boat engine builders affix permanent Mobiloil recommendations to every engine they build.

The Mobiloil Chart tells you which grade of Mobiloil to use. The Mobiloil dealer has the complete Chart. And remember that you will find Mobiloil dealers wherever you go. No other oil is so easy to buy, the country over, as Mobiloil.



Mobiloil

Make the chart your guide

HOW TO BUY

For outboard motors we suggest the 1-quart or 1-gallon cans of Mobiloil.

For small inboard motor craft—the 1-gallon or 5-gallon can of Mobiloil.

For cruisers—the 10-gallon, half drum or full drum of Mobiloil. All with convenient leak-proof faucets.

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SETS TWO RECORDS!

World's Fastest Official Speed Trial Time:
September 6th — 30.516 M.P.H.
at Detroit, Michigan, Regatta

Lowers Own World's Record of 28.32 miles per hour, made at Newport on August 19th by establishing a new record of 28.94 miles per hour in Class C Race at Baltimore, September 11.

Winner Class C Event, Baltimore Regatta, Sept. 11.

First, Second, Third and Fourth Places in First-Free-For-All, Baltimore Regatta, Sept. 11.

The important point of these victories is this: Evinrude engineers have achieved world's record speed without a sacrifice of the many exclusive features which make Evinrudes the logical choice of the man who wants an all-purpose motor. Evinrude 8 H. P. Speeditwin weighs only 75 pounds—the lightest motor of such power. Evinrude 4 H. P. Fastwin weighs only 49 pounds; 2½ H. P. Sportwin only 44 pounds. All are equipped with electric light, dual ignition, self steering, easy starter, rope or tiller steering.

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Helen Hentschel, driving Evinrude powered Baby Whale shown in action below, shattered official world's record in speed time trials at Detroit Regatta with 30.516 M. P. H.



RUDE

Speed, Power, Dependability

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Length—18 feet. Shallow draft tunnel stern. Runs in 11 inches of water. Beaches anywhere, the propeller is protected. Salt water equipped. Room for 9 passengers. Hull is cedar planked, brass and copper fastened, mahogany finished. Equipped with 15 H.P. Universal Flexifour Motor with electric starter. Makes 15 miles per hour. \$1275.00 F.O.B. Eau Claire.

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\$1075 F. O. B. Boothbay, Me.

Powered with 15 H.P. Universal Flexifour Motor

Immediate Delivery Assured

Built by **Rice Brothers Corporation**

Exclusive Distributors: **Crowninshield, Burbank & Howard**
 114 STATE STREET BOSTON, MASS.

DETROIT REGATTA, September 3, 4, 5, 1927

(Continued from page 128)

Class C Outboards—1 Heat—3 Miles—3 Mile Lap

No.	Boat and Driver	Elapsed time	Speed MPH	Final position
401	Century Kid I, Norman Wenzel....	6:45.00	26.666	1
34	Bill-O-Detroit, Bill Doak, Jr.....	6:54.80	26.036	2
242	Baby Whale, H. Hentschel.....	6:59.00	25.775	3
221	Spit'n'go, W. J. Scripps.....	7:14.00	24.884	4
37	Ankle On, D. W. Myland.....	7:15.20	24.816	5
293	Baby Ruth, Jr., J. F. Pawling.....	7:20.40	24.523	6
23	Roy-El II, R. E. Saker.....	7:26.20	24.204	7
244	Flaming Youth, E. Boyer.....	7:26.40	24.193	9
237	(blue) Whiz, C. E. McGregor....	7:26.30	24.198	8
237	(yellow) Lyman Bros., W. E. Lyman.	7:42.00	23.376	10
141	A. D. Matthews	7:42.20	23.366	11
635	Jake, Roy Stinson.....	7:50.00	22.978	12
222	Lady Virginia III, W. J. Scripps...	7:51.20	22.920	13
46	D. W. Smith, Jr.	7:59.00	22.546	14
142	Harry Adams.....	8:04.00	22.293	15
13		8:09.20	22.076	16
149		8:13.20	21.897	17
134	Blitz, Ray Hohl.....	8:14.60	21.830	18
133	Imp, E. Baker.....	8:18.80	21.651	19
245	Rubber Baby, C. Maranville.....	8:20.40	21.582	20
117	N. Prosser.....	8:24.00	21.428	21
136	Ted Mitte.....	8:25.20	21.377	22
33	Bills Boats, Orville Klann.....	8:30.40	21.159	23
36	Old Man Bill, Bill Doak.....	8:31.20	21.126	24
32		8:50.00	20.377	25
330	Quinine, Rex Baubie.....	8:54.00	20.224	26
40	Can't Be Bothered, Bill Georges...	8:56.20	20.141	27
144	We-Syn, W. J. Martin.....	8:59.20	20.029	28
249	J. S. Marguart.....	9:08.20	19.700	29
148	A. D. Matthews.....	9:25.00	19.115	30
405	Century Kid, R. La Mondt.....	6:39.60	27.027	Dis
118	Miss Milwaukee, Frank Oswald....	6:43.60	26.759	Dis
047	Baby Chrysler, H. Vreeland.....	No time taken		

Dis.—Disqualified.

Outboard Free For All Chance Race 1 Heat, 3 Miles (3 Mile Lap)

No.	Boat	Position
0-118	Miss Milwaukee	Disqualified
0-34	Bill-O-Detroit	1
0-293	Baby Ruth, Jr.	Disqualified
0-405	Century Kid II	2
0-221	Spit-N-Go	Disqualified
0-148	Mathews	3
0-142	Adams	4
23	Roy-El II	5
0-245	Rubber Baby	6
0-37	Ankle-On	7
Blue 0-237	Whiz	8
0-133	Imp	9
0-36	Old-Man-Bill	10

The boat which follow also finished in the following order:
 635, Jake; 0-39, Worden; 0-33, Klann; Yellow 0-237, Lyman Bros.; 0-242, Baby Whale; 0-401, Century Kid I; 0-244, Flaming Youth; 0-222, Lady Virginia III; 0-143, Squirt; 0-134, Blitz; 0-42, Miss Mabel; 0-46, Smith, Jr.; 641, Romine; 0-145, Poison; 0-330, Quinine; 0-332, B-B; Pal, Thomas; 637, Walker; 0-220, Mee-Too; 135, Ten-A-C.

Time of winner 6:30.5; speed 27.66 M.P.H.

Cruisers Powered With Kermath Motors 1 Heat, 6 Miles—3 Mile Laps

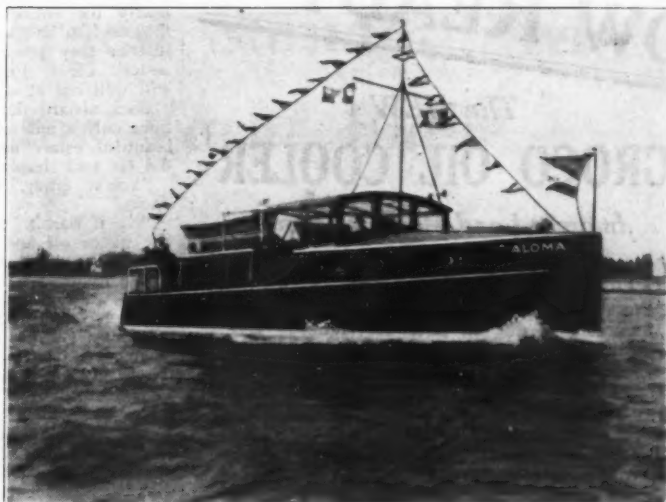
Boat and Owner	Total Elapsed Time	Speed M.P.H.	Final Position
Flicker, Fred Ford	17:40.00	20.377	1
Namid III, Jack Farr	24:16.00	14.835	2
Albermu, A. D. Thomas	Did Not Finish	....	....
Dauntless, Fred Pearce	Towed off Course	....	....
Del-Mar-Lu, C. Koerber	30:44.80	11.708	3
Sapphire, C. E. Jopel	33:23.40	10.781	4
Wag II, A. B. Wagner	33:42.80	10.678	5
Betty-Win II, R. A. DeVlieg	35:28.20	10.149	6
Loyola, M. J. Murphy	36:00.80	9.996	7
Sumel, M. A. Hollingshead	43:48.20	8.218	8
Molly-O, Milton Myers	44:44.60	8.045	9
Caroline E., Dr. Conley	41:06.20	8.758	10
Vagabond, Dr. Glenn	50:25.00	7.140	11
Liggett-40, A. L. Liggett	26:13.00	13.781	12

The "ALOMA"

40-ft.

Sea

Cruiser



"My First Satisfactory Marine Motor"

—Edwin J. O'Malley

79 Wall St., New York

HERE are two paragraphs of Mr. O'Malley's letter describing salient features of a recent 2000-mile cruise on his Buda Powered Cruiser "Aloma":

"We drilled out of Buffalo and headed for Detroit straight across old Erie and into the teeth of a 56-mile per hour gale. For twenty hours we took solid water over the bow with the Buda never missing a stroke. No land in sight for twenty hours either, and a sick crew of five. Five hours later we moored at the beautiful Detroit Boat Club. Plans for a long sleep were defeated when local yachtsmen came down to see the boat and motor that had come through in real heavy weather.

"The two thousand miles' cruise was made in 21 days, of which 15 were 'dirty.' I was astounded to find how efficiently the oil system functioned.

Exactly one pint was consumed at the end of 1000 miles. I then changed all the oil to find the body clear and the viscosity high in the removed oil. This point plus the one inferred, i. e., its ability to run steady under the most adverse weather conditions—plus the power and smoothness of the motor—make it a "known" quantity in my boat and one I am proud of. I will always have a good word for Buda, as I am pleased to be able to recommend 'the first marine motor that I have ever been satisfied with.'

"Very truly yours,

(Signed) "Edwin J. O'Malley."

ADDITIONAL COMMENT UNNECESSARY

Buda marine engines are built in three sizes for cruisers and runabouts. Write for specifications.

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CROSS GEAR & ENGINE COMPANY 3280 Bellevue Ave. Detroit, Michigan

Rambles in Florida*(Continued from page 37)*

bank or ridge runs along a few hundred feet to the west for nearly the entire length of the waterway. Unquestionably, this used to be the barrier against which the breakers pounded just as they pounded against the sand ridge along the present water's edge. Bill suggested that, if this is true, we were still well out at sea.

Back aboard the Matthews again, we headed north and had gone only a mile or two when Charlie pointed to a particularly beautiful estate and said, "There's where Rip Van Winkle did his real sleeping."

"You're crazy," said Bill. "That was up in the Adirondacks."

"No it wasn't. It was right over here." With that he shut the motor off and we slid over to the landing. "Now come with me and I'll show you."

We followed him through an avenue of tall Australian Pines and a wonderful growth of many kinds of palms and banyans up to a delightfully homelike house which stands on top of a knoll. Orange trees, tropical shrubs and flowers surround it and broad lawns sweep away under the trees in all directions. Here, indeed, is a fit setting for the enjoyment of Florida's climate. A genial gentleman gave us a cordial welcome and Charlie explained our intrusion.

Our host, Lucius P. Robinson, enjoyed the joke immensely. He led us into a great livingroom after remarking that Mr. Van Winkle had certainly done quite a little of his sleeping there, and pointed to a medallion in the rough stonework over the mantle. Sure enough! It was a bas relief of Joseph Jefferson and then the truth began to dawn on us.

Here was the Florida home of the great actor and it was here that Jefferson used to entertain, during the fishing season, the best known people of his day, including President Cleveland. Mr. Robinson showed us a tree down by the waterfront where these sportsmen used to keep a torch burning in the early evening to guide them home from their angling activities. Now its different—electric lights and all that sort of thing. But, these people along Hobe Sound seem to have the right idea concerning Florida enjoyment.

The houses may be mid-Victorian or of the early General Grant period but they are homes in the truest sense of the word. The principal living rooms are tremendous porches furnished with delightfully informal luxury. Their beauty and comfort just fit Florida. Why, from the balcony of one of the guest rooms in the Robinson home, it is a typically tropical performance to reach into an orange tree and pick all the fruit one wishes. What could be more intriguing?

Well, no matter how cordial the reception, uninvited guests can't stay forever you know, so we boarded the Matthews again and pushed along northward for another mile or two and happened to think we were getting hungry. The morning had been so very active that nobody felt like cooking and we decided to run over to the wharf at Olympia Beach Inn and see what Manager Simpson had to offer. He had plenty and wanted us to stay for some afternoon golf but we were feeling very nautical so we wound the Matthews up for another northward spasm and headed for South Jupiter Narrows.

It is in these crooked channels that amateur skippers like a boat that does instantly what they want it to. It isn't that this is a difficult water to navigate but the mud is soft and the mangroves are thick and hummocks stick up all around so that plenty of opportunity is afforded to run aground. Ed said the Matthews steered better than his Packard so we slumped down in our chairs and let him worry. We all stole cat-naps.

Charlie was up on the bow, supposed to be keeping a lookout but he couldn't have seen very much because when we got to the Saint Lucie off Sewall's Point, Bill had to run forward to wake him up so that the anchor could be put over. We tried him for mutiny, dereliction of duty, and endangering lives and property; found him guilty on all three counts; and fined him a box of cigars in addition to reducing him to the rank of worse-than-ordinary seaman.

He didn't pay his fine until we reached Jensen where we put him ashore to do his buying. He certainly hung one on us. He came back with a box labeled "Sailor's Choice" or something like that. They burned and tasted like wrapping paper. Charlie insisted they were all right and smoked them for a day or two. Finally, we investigated and found that only the top layer was made up of the bad ones. The brute had filled the box with perfectly good Hoyos from which he had removed the bands. However, we let him live.

With the anchor down and the rest of us more or less awake, we went into conference as to what we should do now. Here was a fishing ground made famous by five presidents and too

(Continued on page 136)

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The CHANCE 75-Footer

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Rambles In Florida

(Continued from page 134)

good to be passed over. We decided to carry out our original plan and catch a few. We did, but before we started we saw one of the funniest things ever in connection with the sport.

Coming downstream, stern foremost from the general direction of Waveland, we saw a punt containing two men. Most certainly the current wouldn't move them at that speed. As they drew nearer, we saw that the man in the stern was holding a rope and the man at the oars was backing water. As they neared us, they yelled, "Throw a rope! Throw us a rope—a line—a rope!"

We threw one as quickly as we could but didn't quite make it. On they went. We decided they must have hooked onto an alligator or manatee but they came back in a little while and pulled over to us. They were laughing so hard they could scarcely tell their story.

A huge jewfish had been hanging around the river for weeks and had carried off four sets of tackle for different people who had tried to catch him. This man had decided to get something big enough to hold. He did. He had a quarter-inch rope and a shark hook. When he went by us he said he was also dragging his anchor. But the fish went sedately about his business of getting into deep water and towed the whole outfit seaward.

Despite vigorous yanking on the line, the fish refused to turn or even hesitate. Seeing that the job was hopeless, our fisher-friend had finally decided to cut him loose and wait for another try. He said he had figured that if we could have gotten a line to him, our anchor would have held and we could have helped him to land his fish. He also said that he had seen the fish clearly many times on the way down the river and he knew it weighed seven hundred if it weighed a pound.

It was quite possible and we were all sorry we hadn't had the good luck to have stopped him. This visitor told us that a few tarpon were being caught in the river so we decided to have a try at them. It so happens that the first tarpon caught with rod and reel in Florida was caught just a little way from where we were anchored.

Too bad, isn't it, that lead squid and wooden plugs do not suffice for all times? To get tarpon at this time of year we felt certain that live mullet would be the best bet so Ed and I took the cast net and went over in a canoe to a cove that looked promising. Casting a net from a canoe isn't the easiest thing to do. Ed nosed the canoe over and I made a beautiful cast. I'll bet I covered fifty of them of ideal size.

Then—Ed and I were in the water up to our necks. While he took care of the canoe, I found the net and pulled it up. I had one mullet at that. We turned the canoe over and I decided to cast from shore while Ed paddled along to render any necessary assistance.

He insisted I tipped the canoe over when I threw the net. I insisted that he tipped it over by not compensating for the throw. When we got back to the Matthews, Charlie said that we acted like a couple of duffers who never saw a canoe before and that he'd hate to trust us in deep water with a coal barge. I don't know where he gets so snooty. Last year I saw him with one foot on the dock and the other in the canoe, with the tide running out. He wasn't a success at that game. The tide won.

Well, we got the bait and set to work fishing. Doc and Charlie took the canoe and dropped downstream a ways, and Bill and I fished from the Matthews. We exercised mullet for half an hour before anything happened and I put my pole down to fill and light my pipe. Just as I had my hands carefully cupped around the match and was taking my first draw, zir—r—r—r—r—r—ree—e—e—e—e went the reel and I dropped the pipe, match and all in my dive to get the pole.

The spool was running free, the thumb piece was down and the line was running out as though fastened to a rocket. Trying my best to keep my fingers out of the way of the flying reel handle, I finally got organized with only two skinned knuckles and got the drag on. It was rather late in the game to think about it but I gave the hook a yank to set it if it had not already been set when I got my first view of the tarpon.

When I stopped him he shot into the air like a silver plated projectile from a submarine and shook himself mightily. The line slackened and the pole flopped up and hit the roof and splash! Old Silversides was back in the water again. Off he went. I guess I stopped him rather quickly because he turned, leaped, and made a rush for the boat. I couldn't reel the line in fast enough to take in the slack and I was afraid I would lose him. He leaped again within ten feet of the

(Continued on page 144)



A Short Sea-Story * * * Seventeen Years long



IN 1910 a Tobin Bronze propeller shaft was installed in the SS. Resolute of New Haven, Conn. When the Resolute was remodeled in 1921, her length was increased, which necessitated the substitution of a longer shaft.

After eleven years of salt water service, the shaft was in such good condition that the Hitchcock Engine Company of Bridgeport, Connecticut, decided to reduce the diameter $1/16"$ and install it in the SS. James Morgan of Providence where it is still in service—after seventeen years.

This is a typical demonstration of the strength, toughness and remarkable corrosion-resisting properties of Tobin Bronze, which is conceded to be the most economical metal for shafting and other underwater parts.

Tobin Bronze is exclusively an Anaconda product. It is supplied in rods, sheets, tubes and turned and straightened shafting to leading boat builders throughout the country.

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The Main Sheet

W. D. Edenburn, Editor

Publication Office

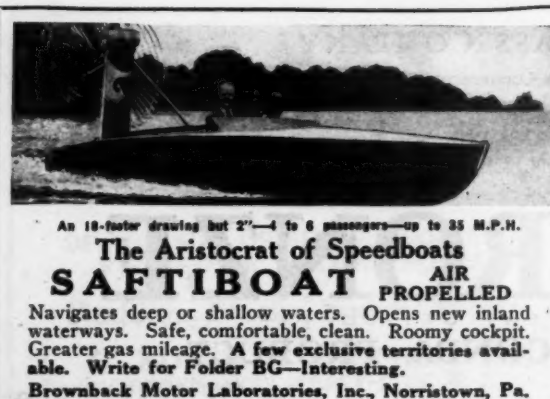
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 Brownback Motor Laboratories, Inc., Norristown, Pa.

A Modern Motor Adventure Ship

(Continued from page 39)

joined the party at Honolulu undertook a thorough investigation of the prehistoric stone ruins left by some adventuring tribe of ancients. The stay at Fanning was featured by the harpooning of a giant ray which stretched nine feet from one flapper-tip to the other. Following this, the party had a picturesque reminder of days long past when a pod of big whales played about for an hour or so, just off the entrance to the lagoon, then passed on to the northward.

Shortly after breakfast on the morning of December sixth, two days out from Fanning, the long palm-loaded shore line of Christmas Islands moved up over the blue horizon. This is the island kingdom of Father Rougier, a wealthy French priest who for forty years has lived in the South Seas and is now cultivating coconuts on a large scale. With the love of his mother-country still uppermost in his heart, Rougier has given the name of Paris to the little settlement lying south of the lagoon entrance, where he makes his headquarters.

The party remained at Christmas for nine days, the scientists putting in their time examining the age-old remainders of a prehistoric race, for which the early observations of the noted Whippoorwill expedition had aroused such enthusiasm and controversy. At night, as the schooner lay at anchor in the tiny roadstead, Kellum held the natives spellbound by bringing in dance music from the Fairmont at San Francisco, through the loud speaker.

On the afternoon of the seventeenth, the white sands and surf-line of Christmas drew away then slowly disappeared below the sharp horizon line as Kaimiloa laid her course south-south-east for Malden.

With the fall of the tropic night there stole aboard the vessel a hushed sense of expectancy, making itself felt somehow to every member of the ship's company; and as the night wore on, it became more and more tangible. Dark figures made their way along the decks with mysterious gear; and up in the bosun's locker strange implements were being fashioned. A disquieting spirit of secrecy was abroad.

On the morrow, at high noon, Kaimiloa was to cross the line!

The next day the secret was out, and the worst fears of the green sailors was confirmed as old Father Neptune, trident in hand and accompanied by trusty lieutenants, came up over the bows, strode solemnly down to the waist of the ship, mounted a hatch coaming and proceeded to hold court. The old gentleman was visibly impressed with the large number of initiates. "Hurry up and put 'em through," he roared, "I've got to meet a ship in the Indian Ocean at six bells; but that doesn't mean there is to be a single detail of this ceremony left out."

His instructions were executed to the letter; and although it was four bells before the last candidate had been put through, every man jack of them had been administered his whack of the carefully prepared mixture of soapsuds, bitters, hair oil and salt water. A bucket of starch paste, a paper-hanger's brush and a razor of awe-inspiring size were the properties in the last act of this nautical drama. The evening edition of *The Submarine News* carried a front page interview with Father Neptune in which he expressed keen satisfaction at having put through such a large and distinguished class of candidates.

A three-days' sail from Christmas brought Kaimiloa to Malden Island, where she moored to the big buoy just offshore. Pita Bob, acting as pilot, came alongside in his outrigger canoe and gave the party a real thrill by taking them ashore through the surf. This requires something of a steady hand, a keen eye and pretty good judgment; but the stunt was accomplished without capsizing—not even a wetting.

Disregarding the warehouse and few scattered huts of the guano diggers, one can readily imagine himself living just one hundred years in the past, when the men from H. M. S. Blonde discovered the island. Here again, the museum party found much absorbing material for their research work among the remains of an ancient Polynesian civilization, working over practically unexplored ground. "It stimulated the imagination," said one of them, "to stand before the larger temples and follow out to the shore-line, over piles of weather-beaten coral, the paths of limestone slabs used by a people long extinct and quite unknown."

On the afternoon of December twenty-second, Kaimiloa cleared the harbor which no vessel had entered since the arrival of Pita Bob and his five native Raratongans, eight months before; but they still had plenty of chow and tobacco. Nothing worried them very much.

Now that most of the guano has been stripped from the island, it won't be long before a boat will remove even this handful of the last immigrants to Malden. Then the birds

(Continued on page 140)



Scared Cat

— a New Boat for Outboards

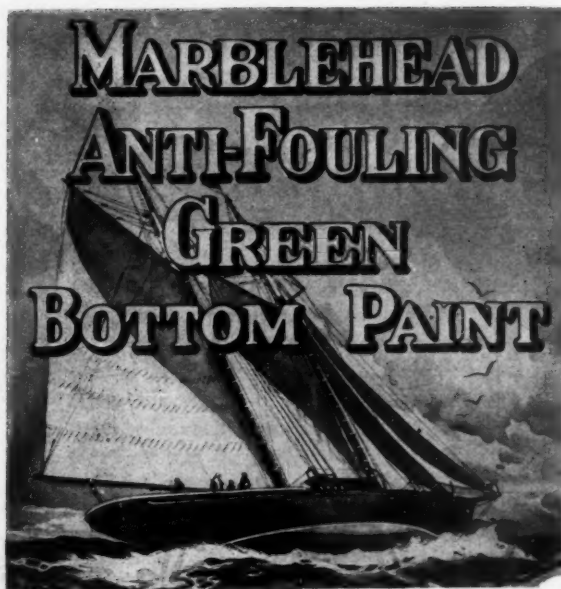


HERE'S something new to thrill the outboard motor boat enthusiast—a 14-footer that is as fleet-footed as a scared cat. Reasonably priced, strongly built of the finest selected materials and light in weight, it meets the demand of the modest pocketbook and the most critical boat buyer. There's nothing like the Scared Cat in outboard motor boats for seaworthiness. Its 51¾" beam and 15" free-board makes the Scared Cat steady riding and extremely dry. Designed for racing or cruising with Class B or C motors, Scared Cat is an ideal boat for all pleasure purposes. It weighs only 150 pounds.

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\$48 to \$250

Advertising Index will be found on page 170

A Modern Motor Adventure Ship

(Continued from page 138)

will take up anew the task of repopulating the ancient rookeries, for the fish upon which they feed still swarm the sea in shoals.

Kaimiloo must have looked like Santa Claus to the natives of Penrhyn Island as they looked out from their village of Omoka and made out the big schooner rounding the north-west point of their atoll, for it was Christmas Eve. Extending an official welcome to the party, Commissioner Wilson in his trim little cattie headed the race out to meet Kaimiloo.

Penrhyn is strikingly beautiful as a result of an abundant rainfall, even more so than Christmas or Fanning. The atoll is roughly twelve miles long and half as wide, composed of a land ring broken into more than a dozen islets. From the deck of the schooner as she skirted the outer shore, the view across the lagoon between these islets is one of rare charm. In effect, the whole atoll seems to revolve as the coconut trees on the far side disappear behind the miniature island in the foreground.

Right here on this little island is the nearest approach to Utopia to be found anywhere in the world. They'll have none of our monopolistic schemes of capitalism, thanks just the same, for the natives own their island, and everything they raise on the land or take from the sea is theirs. Copra and pearls are the approved mediums of exchange. However, in the matter of pearls it is interesting to observe that whenever an exceptionally fine one is brought ashore it is immediately appropriated by the diver's wife; but only until such time as she can advantageously dispose of it. It is generally conceded—even by the traders themselves—that these women drive much closer bargains than their husbands.

Making sail in a fine, spanking, fair wind, Kaimiloo cleared for Tahiti on the twenty-eighth, logging an average of fourteen knots for the passage. Early New Year's morning the steady gleam from the light-house at Point Venus was picked up, and at dawn the vessel anchored in Papeete harbor.

From Papeete, Kaimiloo struck out on the long western leg of her cruise, with the shores of New Zealand as her next objective. Striking westerly, her course intercepted even more remote islands than when she made to the south. Countless sunny isles, green, inviting but uninhabited, were passed, but at others landings were made, such as Pukapuka, Palmerston, Suvaia and Raratonga.

An interesting bit of family history was revealed from the brief stay at Palmerston. This atoll, lying three hundred miles northwest of Raratonga, is inhabited exclusively by one hundred members of one family. This exclusiveness, it seems, developed from the fact that one William Marsters was sent out in 1855 by a British concern to look into the copra possibilities of the island. He was so charmed by the life that in 1862 he returned, settled and took unto himself four native wives. His descendants all speak English, one son holding an appointment under the New Zealand government as resident agent.

"We were warned at Raratonga," said Mrs. Kellum, "that when we reached Palmerston we would be greeted with the tale that the family had nothing to eat, inter-island schooners making only two visits a year, and yet in return for some of our stores they gave us fish, turtles, chicken and eggs. They were certainly getting along well enough then!"

On the outskirts of the little settlement is one of the most unique churches in the world, built entirely from the wreck of a sailing vessel which grounded on the shores of Palmerston years ago. Even the doorways were set up just as they were taken from the ship, with their name-plates still proclaiming "Crew's Quarters," "Steward and Mess Boy" and "Chart Room" to the world at large. Were it removed, there isn't the slightest doubt but that devout Palmerstonians would be sure they were in the wrong church, on a fine Sunday morning, if they failed to see the old familiar "Galley" legend above the main entrance.

One evening while in these waters, as Kaimiloo was rolling westward under the Southern Cross, the Kellums conceived the happy idea of a tropics-to-the-Arctic message. So the following radio was flashed from the tall mastheads:

WAP, the exploring ship Peary:

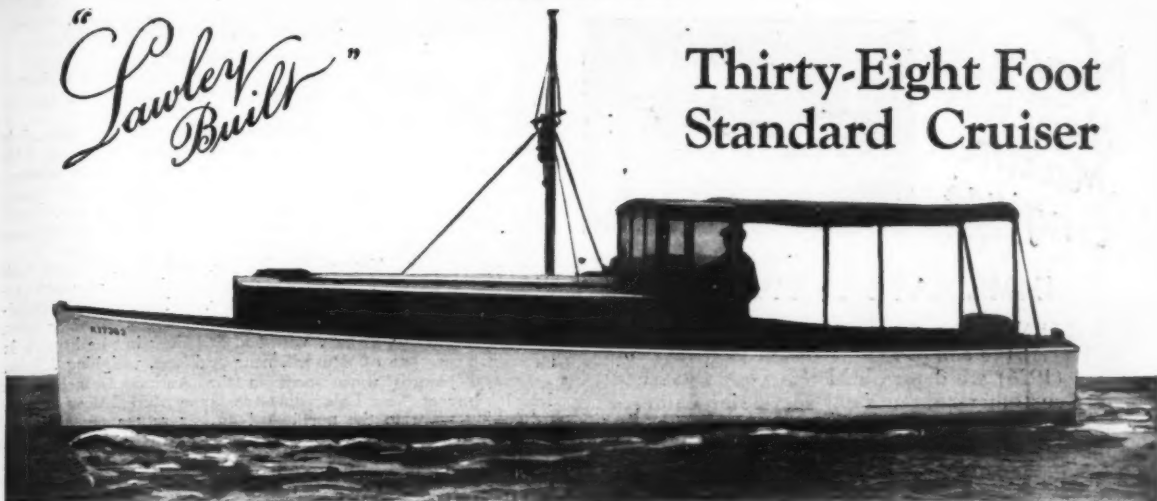
M. R. Kellum and party send greetings to Commander MacMillan and the Arctic Expedition from the Kaimiloo, in the South Seas, 500 miles from Papeete, Tahiti.

This was despatched at 10:40. Would they get an answering flash? They did; it came almost immediately. At 10:52, "Sparks" handed the following message to the Kellums:

KFUH, schooner Kaimiloo:

Commander MacMillan sends his regards and best wishes to Kaimiloo. We are anchored in Etah Harbor, North Greenland.

(Continued on page 142)

*"Lawley
Built"***Thirty-Eight Foot
Standard Cruiser****Owners Are Proud of Lawley Boats**

SIXTY years ago Lawley pioneered a new standard of quality in yacht building and became the acknowledged leading builder of high-grade pleasure craft—a position which Lawley still retains. That is why owners are proud of Lawley Boats. They know that money cannot buy better boat quality than that which has made Lawley craft famous throughout the yachting world.

This is particularly proven in the Lawley 38-Foot Cruiser shown above. It is the ideal small cruiser for speed and comfort. It has four real berths, complete galley, toilet, engine room and spacious cockpit. Your Lawley 38-Foot Cruiser is now ready, complete and prepared for immediate service. An E-6 Scripps 100 H.P. marine engine furnishes the power and all the speed you want for comfortable cruising.

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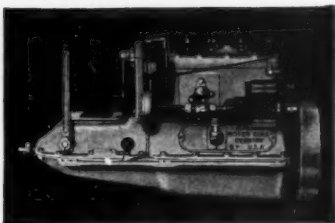


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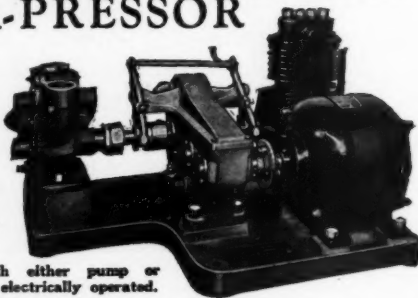
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A combined air compressor and pump unit of rugged construction and many uses. Pump capacity to 430 gallons per hour. Air compressor capacity 1.8 cubic feet per minute and 125 pounds pressure.



Also made with either pump or compressor only, electrically operated.

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- Increased cruising radius, made possible by converting weight saved into fuel carrying capacity—Unbelievable acceleration—
- Immediate response at propeller—A motor speed range from zero to maximum.

CROSS GEAR & ENGINE COMPANY 3288 Bellevue Ave. Detroit, Michigan

A Modern Motor Adventure Ship

(Continued from page 140)

So much for radio! An answer in twelve minutes directed to a ship half way around the world is service enough for anybody!

Kellum is a confirmed fisherman. His reel has whirled in nearly all the off-shore waters of the United States, and his lines have whipped all of the better known trout streams. Therefore, it is altogether likely that one of the chief reasons for including New Zealand in Kaimiloa's itinerary was to enable the party to enjoy the unrivaled fishing for which these waters are noted.

While at Lake Taupo, N. Z., Mr. and Mrs. Kellum took fifty-six trout one afternoon, the largest weighing nine and one-half pounds. As for salt water fishing, Kellum landed a broad-bill swordfish weighing 234 lbs., from the waters off Cape Brett, where Zane Grey was busy with rod and line; but he brought in an even larger one off Russell, near Auckland, weighing 325 lbs.

Several months were spent in the Antipodes, including a lengthy stay at New Caledonia—the home of real deer hunting.

Striking more to the northward on her return passage, Kaimiloa reached Honolulu on the first of February, this year. Here she had been laid up for overhaul and outfitting until last May when she cleared on her present cruise which may not draw to a close until 1930.

Mr. Kellum's long experience on salt water has stood him in good stead in the matter of providing adequate and comfortable quarters, including a generous degree of luxury. Kaimiloa's dining saloon, which measures 20 x 28 feet, can seat twenty-four persons at the four tables. Running aft from the saloon is a long passage leading to a companionway and thence on deck. On one side of the passage-way are four staterooms, 9 x 10½ feet, and two bathrooms, 6 x 8 feet; on the other side are two staterooms, 10 x 12 feet, and the owner's stateroom, 10 x 13½ feet, as well as a spare stateroom and two baths. On the port side of the hatch is a pantry, galley, officers' mess room, cook and steward's room and laundry. The captain's stateroom is on the starboard side, with lockers and shower-bath; also a mate's room, radio room and crew's quarters.

Below decks is a large room, running from one side of the vessel to the other. On her last voyage this was used as a laboratory by the scientists. Adjoining this laboratory is a photographic dark-room, completely equipped for handling both moving picture films and stills. The Kellums have a standard size movie camera which enables them to make a delightful and highly picturesque log of every cruise.

Whenever Kaimiloa can do six knots or better by using her sails, the engines are shut down; but in a calm sea or a head wind, her big Diesels are called upon.

The power plant consists of two 110-h.p. Atlas-Imperial Diesel main engines, and a 40-h.p. engine of the same make operating a 25-k.w. generator. For auxiliary energy a 10-k.w. generator is belted to the fly-wheel of the port engine and a 12½-k.w. generator belted to the starboard engine. All three generators lead to the switchboard and can run any plant aboard the vessel, or all may be used simultaneously, when necessary. Any one or all three can supply energy to the storage batteries, capable of storing sufficient power to operate every electrical contrivance on board for eight hours.

Considerable power is used, heavy demands being made upon the generating units by the refrigerating plant, the galley ranges, the entire lighting of the vessel and many electric fans.

The refrigerating plant is capable of storing sufficient food for thirty persons for three months, in addition to which it produces two hundred pounds of ice daily.

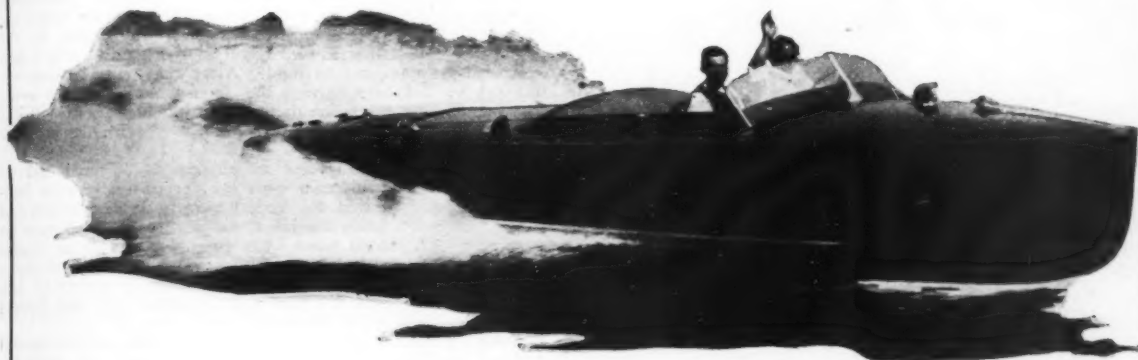
Kaimiloa carries two 1,500 barrel tanks—one for fuel, the other for fresh water. When the fuel tank is full this amount is considered sufficient, under average conditions, for one year's cruising; and a like amount of water will generally last six months. Kaimiloa was built in Alameda in 1900. Her dimensions are 170 x 36.8 x 12.2 feet.

With her four slightly raked masts reaching into the blue one hundred and thirty feet, this beautiful, big, clean-lined schooner-yacht carries her twenty-two hundred yards of canvas like a cup defender.

Duke of York Race For Future Unsettled

There have been erroneous reports in the newspapers and other publications in which it was reported that the conditions for the Duke of York Trophy competition for 1929 had been selected. This report is incorrect, as nothing definite has yet been decided upon for the committee with regard to the class of boat which will be eligible to compete in 1929. The 1½ liter class will again be the class to race for this trophy in 1928, but the future is still open. The place at which the 1928 races will be held is also undetermined at this time, and any reports which purport to give this information are unauthorized.

HACKERCRAFT



28 foot DOLPHIN DE LUXE *The Fastest Legitimate Stock Runabout*

Made the remarkable speed of 38.93 m.p.h. over a 15 mile course at the Detroit Regatta. Greatest speed ever attained by a strictly 100 percent stock 150 h.p. runabout! The DOLPHIN DE LUXE was raced with full standard equipment, same as delivered to customer. Best speed made by competitive stock boats at Boston meet, with standard equipment, was 34.277 m.p.h. DOLPHIN DE LUXE won at 35.357 m.p.h.

The DOLPHIN DE LUXE has defeated all 150 h.p. stock runabouts in every other race it entered this season. Records prove this.

The most luxurious, comfortable and seaworthy 150 h.p. stock runabout in the world. The *added length* of the DOLPHIN DE LUXE makes a difference which demonstration will prove to your satisfaction. We can duplicate this performance in your DOLPHIN DE LUXE for \$4950.

The DOLPHIN

All the qualifications of the De Luxe model in a smaller boat. The most seaworthy and best performing runabout under 28 feet ever built. Speed close to 34 miles. \$3,450 completely equipped.

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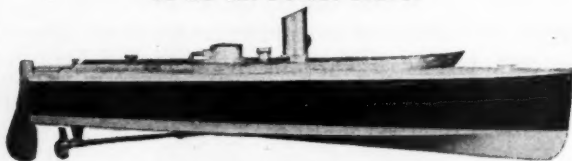
STAR Construction Sets

Everything complete, including wood cut to shape, keel, deck, sails, spars, rudder, small plane, sandpaper, nails, screws and all fittings. Also complete simple instructions for assembling this 28" model of the World-famous International Star Boat.

Price.....\$2.00 F. O. B.

Get Your Boy One (for yourself)

DOLPHIN A 36 in. Power Racer



No special tools are needed for building this high class runabout model. It is built and performs just like the big ones. Durable, strong and light in weight. The DOLPHIN construction set is complete, including frames and mahogany keel, chines, clamps, stem and stern, cut and shaped, ready for assembling. All brads, screws and glue required are also furnished, besides detailed instructions. Price complete—\$12.00 F. O. B.

Catalog gives prices and descriptions of power plants for DOLPHIN

Spring Motors—run approximately 5 minutes. Lever starts and stops. For power boats up to 30 in.

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Fittings—Propellers, Cleats, Airports, Anchors, Ventilators, Rail Stanchions, Davits, Capstans, Binnacles, Rigging Line, Sail Cloth, etc.

Hulls—selected white pine, made to scale, in the rough, partly finished or completely finished.

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This book is invaluable to anyone interested in Model Boats and Ship Models. Useful information on history of steam engines, neutral turns, knots, hitches, and splices, hints on painting and finishing, etc.

Send 25 cents today for a copy

Plans—acrie blueprints of historic and modern vessels, racing sail yachts and power boats.

Lumber—selected white pine for hulls. Straight grained spruce for spars, three-ply veneer for decks, mahogany, etc.

Tools—chisels, gouges and planes, especially designed for model makers.

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("Scale Models" sent free when you order either boat or engine)

Name

Address

Rambles in Florida

(Continued from page 136)

stern. If I had been quick enough, I think I could have yanked him right out of the air into the boat. But who wants to?

Here was one hundred thirty-five pounds of chain lightning done up in a single package and spoiling for a fight. How he leaped and tore, rushed and dove. Time and time again as we worked him in he made vicious rushes close under the stern and threatened to cut the line on the rudder or the propeller but he either missed them or I managed to hold him clear and he continued to fight. After his fifth big leap our friend who had been driving the Jewfish arrived from somewhere and came carefully alongside with the suggestion that I get into his boat before the tarp got fouled with the propeller or that anchor rope.

I got in as carefully and as quickly as I could and we dropped slowly downstream with the current—silversides leading. My boatman said the easiest way to land a tarpon was to go ashore and finish the job from there, so I acted upon his suggestion and landed on a little point. I backed up against a palm tree and finished him. It was just two hours and fifteen minutes from the time I hooked him until I waved to Doc that he was landed. We put a rope around him and hoisted him up to the palm tree where all might view the catch.

It was not many minutes before other boats gathered around and my boatman got so excited that he forgot all about the Jewfish and told everybody "It wasn't two hours ago that he was dragging me out to sea—boat anchor and all. Couldn't hold him. Had to cut him loose. Ain't he a whopper?"

And I let him get away with it just as I let Doc get away with the accompanying picture which shows him with MY fish.

Charlie and Bill hadn't much luck with live bait so they cut it up and brought in a mutton fish (14 pounds) and enough blues for dinner. We gave the mutton fish to my boatman and kept the blues for dinner.

It was pretty late when we finished dinner and as we had had such an active day we were all tired, so we slipped overboard for a refreshing swim and turned in without even taking time to review the day's happenings. The next day was set aside for fishing purposes only and it proved to be one of the best days from the sport angle that we had on the whole cruise.

(To be continued)

The next chapter will continue the cruise up the river from Sewall's Point to Melbourne.

Real Sport at Lake George

(Continued from page 42)

The Championship of the lake is probably the hardest fought race of the year. It is a scratch race and, as the boats tear around, you can be sure they are opened to the last notch. They're roaring around the bay now, waiting for the start. Let's look them over. There's Falcon V, the newest of a long line of Falcons owned by Commodore Jonathan Moore of New York; El Legarto (The Lizard), a Peerless powered racer belonging to George Reis of Bolton; Bob-o-Link, a new Albany racer, powered with a Liberty and owned by Commodore Johnson of Bolton; Jolly Roger, another of Jonathan Moore's boats powered with a 225 h.p. Hall-Scott; Will-o-the-Wisp, a fast Sterling powered boat of R. H. Henry's of Hague. And there are many others who are contending for the cup. Nine of them get off to a beautiful start and they open up for the 18 mile course. To see these boats wide open, running along side by side, some of them not more than fifteen feet apart, is a thrill that you don't forget for a long while. Then on the turns, Falcon banks in, and El Legarto right beside hits his wash and is completely lost to sight for a moment, then reappears with the driver soaked to the skin. Away again they go down the course. In about a minute it seems, they finish. One more roar and it's all over. The championship has been decided. This year it went to Jonathan Moore and his Falcon V. A most beautiful piece of work, built by Hacker, with a Liberty motor driven through a Cross gear turns her up to 60.3 m.p.h. At this speed he held the cup which he won last year from George Reis in El Legarto.

One racing day is over. Now that we've seen one, we have an idea of what we may expect. But the races are ever changing and the unexpected is always happening. Capsizing and trouble lend an extra thrill to both the spectator and the racing driver which makes things far from monotonous.

The sun is settling now behind the tall mountain, and a purple hue is falling over the lake. The distant hum of the motors die away and Lake George settles down to a peaceful stillness. Of all the places of your dreams this spot comes nearest to being ideal. Go there some time and see as I have seen.

You Save
\$1000
on this
GRAY
THIRTY-SIX FOOTER



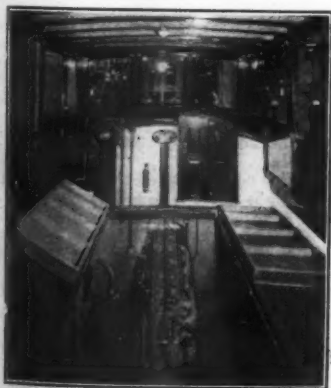
**Immediate Delivery — Completely Equipped
and Ready for Cruising**

BY acting quickly you can be the owner of this GRAY Thirty-Six Footer and save yourself \$1,000 on its cost. This boat was used as a demonstrator for a few weeks and has never left our hands. It has just been entirely refinished and may be considered as being new. It is powered with a Scripps G-6 motor, giving a speed of 17 miles per hour. Sleeping accommodations are provided for four people besides quarters forward for paid hand.

Equipment includes everything necessary for immediate cruising, dishes, linen, silver, Penn Yan tender, compass, anchors and cables, boat hook, bilge pump, boarding steps, fenders, folding dining table, fog bell and horn, fire extinguisher, flag staffs, galley stove, life preservers, electric running lights, swab, copper screens, side curtains and upholstery, etc. Nothing extra to buy. Price complete \$8,000 in the water at Thomaston, Maine.

Mr. G. L. Kingsland of New York and Miami, owner of a duplicate of this boat, writes: "She is one of the most comfortable boats of her size to live on I can possibly imagine. After a journey from Jacksonville to Key West and back I can suggest no improvements." Other owners are equally enthusiastic in their approval of Gray boats.

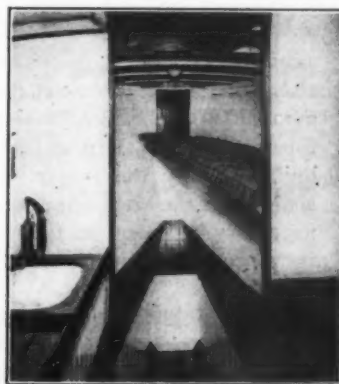
Write today for further information.



Engine compartment is under bridge and is unusually roomy.



The main cabin sleeps four.



Galley is between forward and after cabins. Paid hand's quarters are forward.

Gray Boats

THOMASTON, MAINE

WESTERN REPRESENTATIVE

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New and Faster Speeds

WITH the latest type of super outboard motors speeds of 18 miles are attainable with the standard model Old Town Square Stern Sponson Canoe—the perfect general purpose boat.

In design and construction this boat embodies the features and high quality that have made Old Town Canoes famous the world over, and it handles like a charm. It is very stable, steady and safe because of its ample beam and sponsons or air chambers along the sides. Below the water line it has a modified V bottom, a distinct advantage for speed. The stern is broad and strongly built to carry the motor. No caulking or soaking in the water or frequent painting is necessary to keep boat tight because it is fully protected with canvas covering.

Free illustrated catalog gives price and complete information on the Old Town Square Stern Sponson Canoe, also sailing canoes, dinghies, etc. Write today. OLD TOWN CANOE CO., 790 Middle Street, Old Town, Maine.

"Old Town Canoes"

Ethel, a Trunk Cabin Cruiser

(Continued from page 44)

call for a nicely finished job, since most people who build or have a boat built frequently skimp on the finish, and regret it later. If it is necessary to economize in the cost of construction, the design can be modified by cutting out all mahogany work, and using instead pine, with a paint finish, galvanized hardware instead of brass, and other similar economies. These will not effect the ability or comfort of the boat in any way. Boat builders will also be able to offer suggestions as to little corners which may be cut, in order to reduce the cost. Most boat builders are trustworthy and reliable, and if you are fairly sure of your man, place your trust in him, and both will be satisfied. As stated, this design is for a boat which is a little too large and difficult for the amateur to undertake. A few who have had the experience might build her successfully, and for these it is not necessary to go into great detail about the laying down of the lines, making templets, spiling plank, etc. For others to whom these details are not entirely familiar, it is recommended that they consult some of the other articles in this series in order to become familiar with these details. A number of books have been prepared which also describe these boat building operations, and any amateur builder who intends to build a boat of this type should be certain before he starts that he understands all the processes involved thoroughly.

For those who are planning to have the boat constructed by a boat builder, a few words of caution might also be timely. Secure from the builder a bid on the boat as you wish to have it, if necessary re-write the specifications to suit your purposes. After reaching an agreement as to the price, draw up a contract which will embody these features. This contract should state exactly what the builder is to do and supply, as well as what you are to supply. It should also state how the payments are to be made, and it is advised that on a complete job of this kind, the cost be split into four or five parts. These will fall due about as follows: One on the signing of the contract, one when the boat is in frame, one when the engine is installed, and the boat decked, one when the joiner work is completed and installed, and the final payment when the boat is absolutely completed. Make your specifications a part of the contract, and also make certain that if you have any changes to make that these are made on the plans and specifications before the contract is signed. It is much simpler to make changes before the work is started than in doing them later. The completed job will cost much less if no changes are ordered after the construction of the work has begun. Readers of *MoToR BoatinG* who plan to construct this boat can secure larger blue print copies of the drawings to a scale of $\frac{3}{4}$ inches to the foot at moderate cost. Write the Editor, *MoToR BoatinG*, 119 West 40th Street, New York, N. Y., for particulars. *MoToR BoatinG* has also published some excellent books on small boat design and building which amateur builders will find useful. A circular describing these books will be sent on request.

The complete specifications covering the entire construction of the boat follow:

Materials and Workmanship: To be of the very best description and quality; the greatest care must be taken to have molds, sheer, etc., perfectly sweet and fair; all to the complete satisfaction of the owner.

All details not particularly specified to be at least equal in quality, style and finish to those of any modern first class motor boat and such details to be arranged to the satisfaction of the owner as the work proceeds.

The owner shall have the power to reject anything which in his opinion is not suitable or is defective in workmanship or material, which in such case is to be replaced without any additional charge.

Keel: To be best quality white oak in one piece, to be sided three and one-half inches by molding of six inches.

Stem: To be of best quality white oak free from all defects. To be scarphed on stem knee as shown and properly fastened with galvanized iron bolts over clinch rings.

The top to be left square for at least one foot down the siding. The siding to be three and one-half inches, siding forward of rabbet line to follow line of planking, to about a one-half inch face of stem. Molding to be shown on construction plan. Forward face of stem to be faced with a brass half oval, this is to be carried down on to the keel, also to be shaped to fit stem head.

Stem Knee: Of best quality white oak, to be sided three and one-half inches. To be scarphed onto stem, keel and keel batten as shown. To be thoroughly bolted to these members.

Keel Batten: Of best quality white oak, or long leaf Georgia pine, to run from stem knee to shaft log in one piece. To be boxed out to receive heels of frames. To be sided six inches and molded 2 inches over top of keel. To be thoroughly bolted to keel and deadwood.

(Continued on page 150)

Monel Metal Shafts

Eliminate "Whipping, Bending and Breakage"



MOTOR BOATS
MOTOR YACHTS
MARINE ENGINES
DESIGN
CONSTRUCTION
REPAIR
STORAGE

ESTABLISHED 1882
The Elco Works
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Gentlemen:

We take pleasure in advising you of the splendid service rendered by Monel Metal shafting installed in Mr. G. de Forest Larner's new 42-ft. Elco Cruiser, "SEA DREAM III". This boat, launched this spring, has been raced with the greatest success, having won the championship of Long Island Sound.

The block Island Race, carrying with it the championship of Long Island Sound.
The Craig Trophy Race - around Long Island Sound.
The Cruiser Championship Race - to Cornfield light and return.

We cannot but feel that complete freedom from shaft trouble was a factor contributing in no small degree to the fine performance of this boat, inasmuch as the engine's power was transmitted thru a reduction gear, thereby making the service of the relatively small diameter shaft, turning a large and heavily pitched wheel at slow speed, unusually severe. You will be gratified as we were to know that this shaft unfailingly stood up to its job.

An examination of this shaft after approximately 70 hours service showed it to be in perfect condition and the bearing surface exhibiting the characteristic Monel gloss-like polish.

Monel Metal shafting is also used with entire success in a special series of high speed Cruisettes powered with Elco six cylinder Model F engine. The high tensile strength of Monel Metal permits the use of the standard Cruisette shaft bearings, notwithstanding the greatly increased power and speed. Remarkable freedom from vibration, bearing life materially increased, and a practical elimination of the usual shaft difficulties as whipping, bending and breakage, have in all cases resulted.

Yours very truly,

THE ELCO WORKS
Irvin Chase
General Manager

THE same properties that make Monel Metal so valuable for propeller shafts, also make it the ideal metal for many other marine parts and fittings. Monel Metal is available in the following shapes and forms: sheets—tubing—strip—wire rope—wood screws—nails—rivets—bolts and nuts—lag screws—etc.

Have your next boat put together with Monel Metal wood screws.

For detailed information about Monel Metal in any form, write to The International Nickel Company.

Monel Metal Shafts are equally appropriate for use with bearings of babbitt, bearing-bronze, or Goodrich Cutless Rubber Bearings

Monel Metal is a technically controlled Nickel-Copper alloy of high nickel content. It is mined, smelted, refined, rolled and marketed solely by The International Nickel Company. The name "Monel Metal" is a registered trade mark.



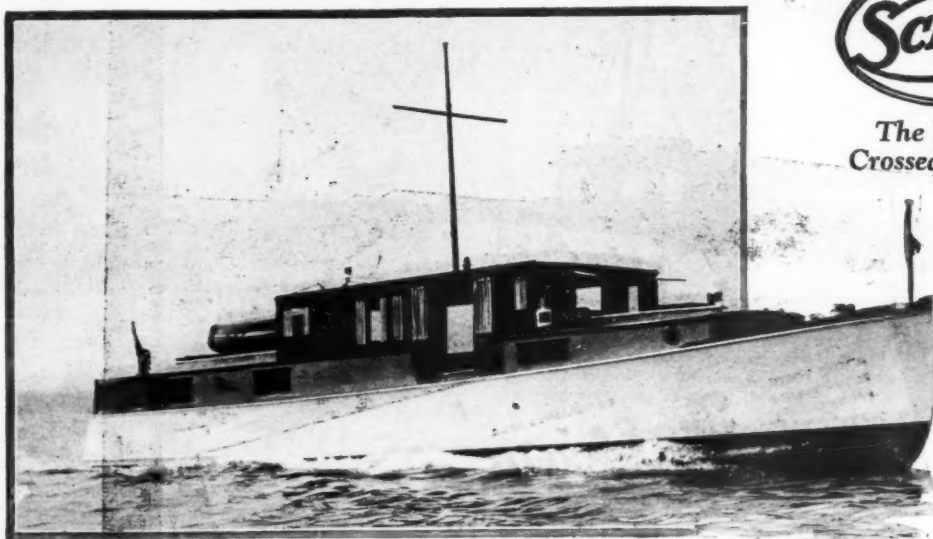
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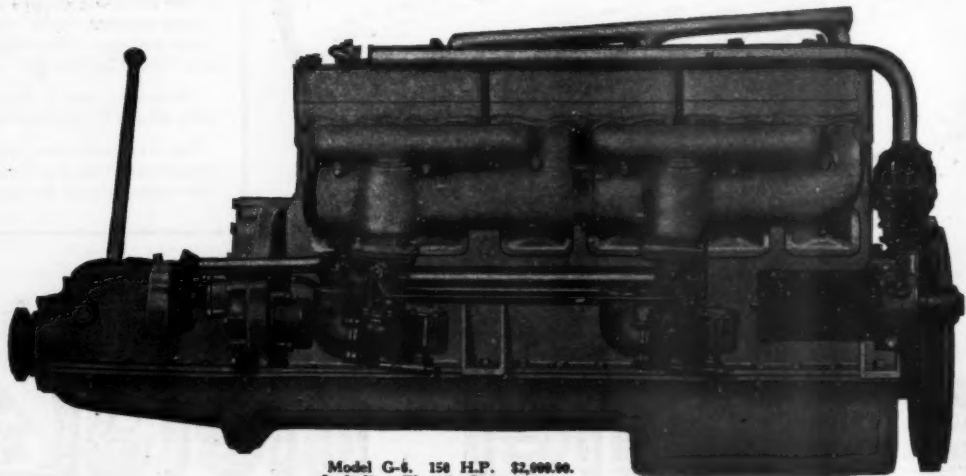
The Motor that
Crossed the Atlantic

Matthews 46-ft. standard cruiser. Owner, Mr. Vincent Link, consulting Automotive Engineer, Detroit. Mr. Link is one of the many leaders in the automotive industry who are turning to Scripps power.

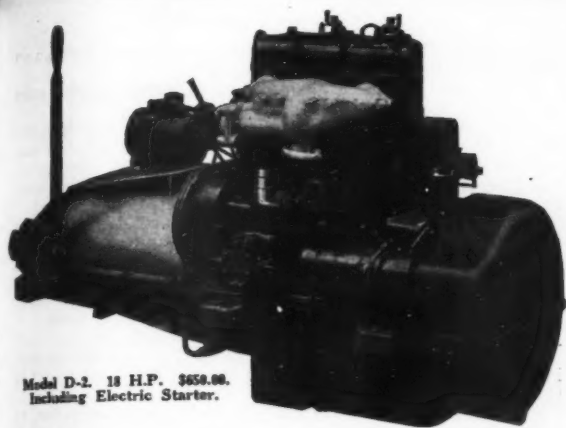
Scripps Power Wins Matthews Trophy

AT THE Detroit International Regatta, the model G-6 SCRIPPS engine again demonstrated its unusual capabilities as a cruiser power plant, the "LINORE," Mr. Vincent Link's 46-foot Matthews Standardized Cruiser, winning by a wide margin.

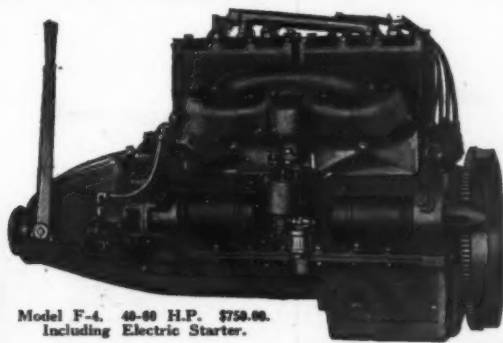
In competition, Mr. Link's engine repeated with consistency the splendid qualities that it has been showing throughout the yachting season. From the outset, this motor has justified the confidence of the Matthews Company in SCRIPPS equipment. Reporting the trial



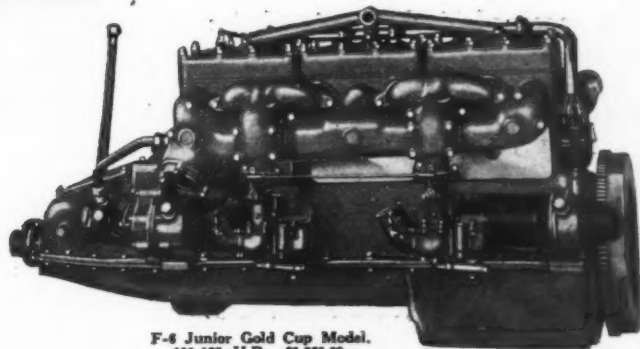
Model G-6, 150 H.P. \$2,900.00.
Including Electric Starter.



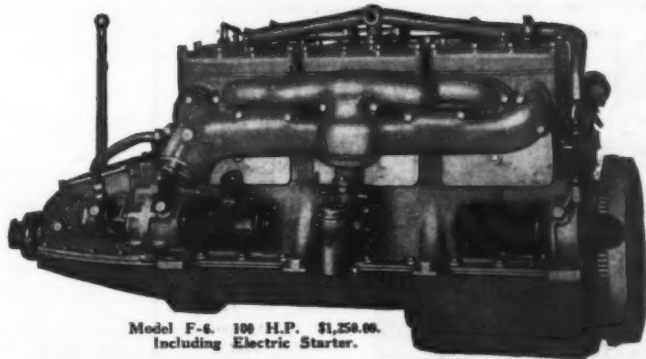
Model D-2. 18 H.P. \$650.00.
Including Electric Starter.



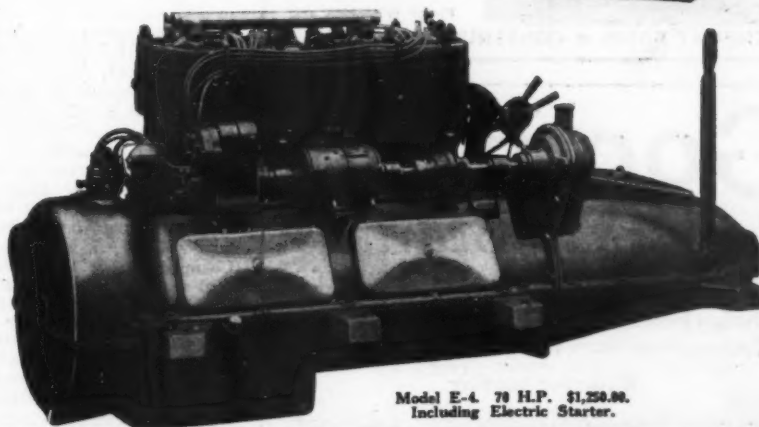
Model F-4. 40-60 H.P. \$750.00.
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F-6 Junior Gold Cup Model.
100-125 H.P. \$1,350.00.
Including Electric Starter.



Model F-4. 100 H.P. \$1,250.00.
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Model E-4. 70 H.P. \$1,250.00.
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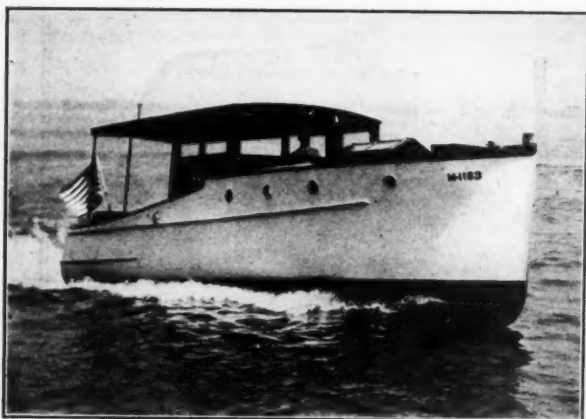
runs in the early spring, they commented, as follows:

"Yesterday we put Mr. Link's new 46-footer through her paces. We ran her no less than a dozen times over a course which we have laid out here for trial runs and had a stop-watch on her on every trip. We were all agreeably surprised and, as a matter of fact, extremely elated to announce that we got a little better than 16 miles per hour out of the job. This, with a comparatively stiff engine, because it is new, is a remarkable showing to our way of thinking."

Any engine in the SCRIPPS line, from 10 H.P. upward, installed in your boat will create the same favorable impression.

**SCRIPPS
MOTOR COMPANY**

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MARCO CRUISER

The Seasoned Yachtsman's Choice

SPECIAL MODEL
with 65 H.P. Engine

\$5,800

STANDARD MODEL

with Less Power

\$4,800

SUPERB performance plus pleasing lines and extreme comfort make the MARCO cruiser the choice of seasoned yachtsmen. Staunchly constructed by long experienced boat builders and in accordance with the most approved methods, you will find the MARCO is the most remarkable buy in its class on the market. It is a 33-footer with every accommodation for four people plus many refinements that no other boat of its size gives. Write today for price and complete information.

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CUSTOM DESIGN**

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Outlast bronze or babbitted metals; prevent shaft-scoring and mid-season haul-outs.

Write for catalog

THE B. F. GOODRICH RUBBER COMPANY
Established 1870 Akron, Ohio

Ethel, a Trunk Cabin Cruiser

(Continued from page 146)

Deadwood: Of white oak or yellow pine, shaped as shown on plan. Sided three and one-half inches.

Shaft Log: Of white oak, sided four inches and molded seven inches to be bored for shaft.

Horn Timber: Of white oak, sided three and one-half inches and to be shaped as shown. Thoroughly bolted to shaft log.

Stern Post: Of white oak, sided three and one-half inches, and molded six inches. To be boxed into keel and horn timber as shown.

Stern Knee: Of white oak sided three and one-half inches and to be shaped as shown.

Transom and Frame: Transom to be of mahogany, one and one-quarter inches thick. Frame to be of white oak. Edge pieces two by two inches, to take ends of planking and decking. Transom seams to be backed up with seam battens of yellow pine, one and one-half inches by one inch, with verticals of yellow pine one and one-half inches by one and one-half inches, spaced about twelve inches apart. Hole to be cut in transom to receive tiller.

Rudder: Of white oak, two inches thick, shaped as shown, to be tapered in a fore and aft direction to a thin edge at after edge and a round edge on forward edge under water. Rudder to be fitted with hangers and heel strap as shown also with a fifteen inch tiller. Bronze strap fitted on keel to take rudder.

Frames: Of white oak, steam bent to shape, to be sided one and one-quarter inches and molded one- and one-eighth inches, to be spaced nine inches center to center. Frame spots shown on construction drawing are to the after sides of the frames.

Floors: Of white oak, on every frame, to be molded as shown on drawings. Regular floors sided one inch, heavy floors in way of engine to be sided two and one-half inches. To be fastened to keel with 5/16 inch diameter bolts clinched over rings. To be fastened to the sides of frames with 1/8 inch diameter clinch bolts or rivets.

Planking: To be of white cedar, to finish seven-eighths thick. To be in as long lengths as possible, butts to be made on oak butt blocks between frames. No adjoining strakes to have butts less than five frame spaces apart. Planking can be fastened either with galvanized screws, galvanized nails, brass screws or copper rivets.

All holes for fastenings to be bored with proper bitt and plugged with selected plugs of small diameter set in with great care.

All seams to be caulked with best cotton, the tight ones first. Seams to be filled with a mixture of white lead and putty; stop waters to be fitted where necessary.

Clamps: To be two in number one on each side, of clear selected long leaf Georgia Yellow pine in one length if possible. To be one inch by four inches. To be thoroughly bolted to heads of frames.

Bilge Stringers: Two each side, of long leaf Georgia yellow pine, one inch by three and one-half inches. In one length each if possible. To be fastened to frames with one galvanized iron spike and one 3/16 inch diameter galvanized iron bolt, to be placed on alternate edges.

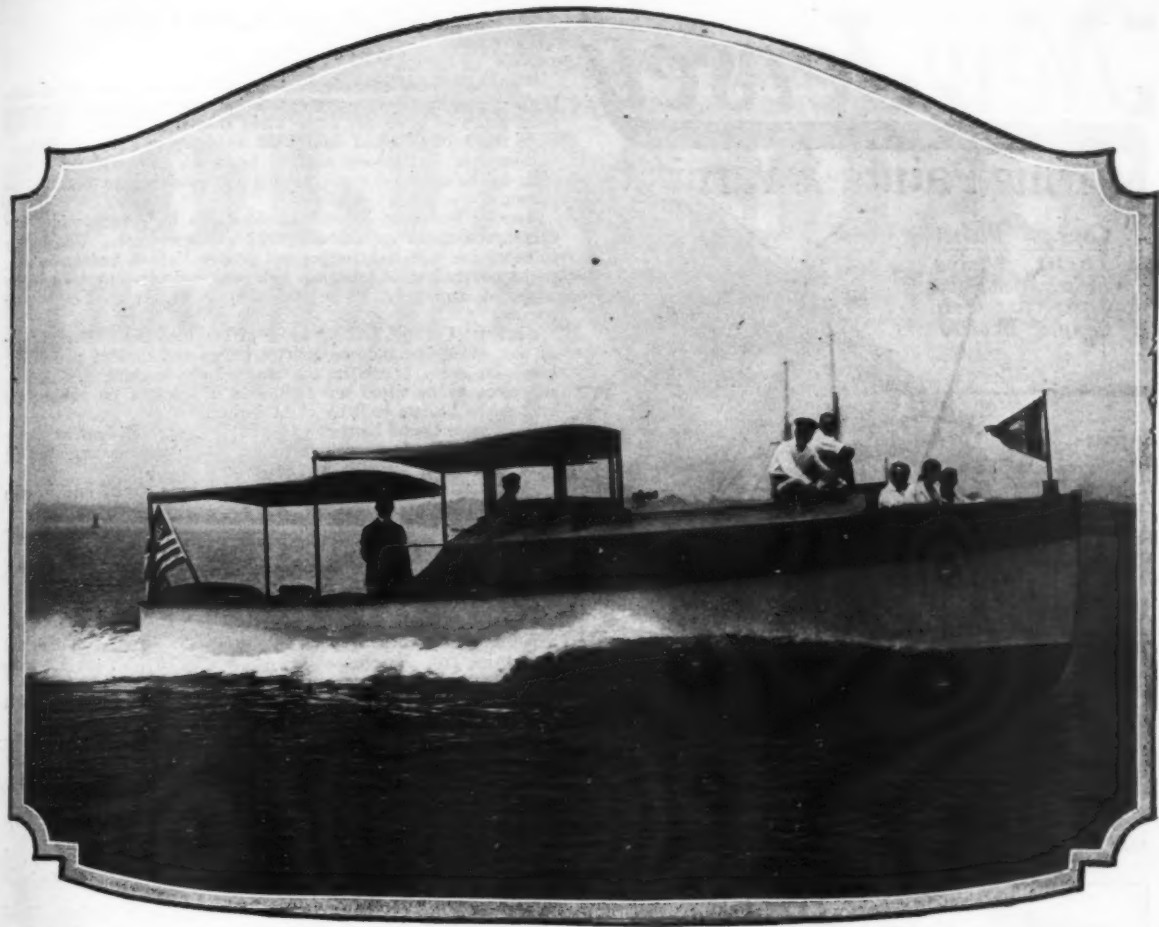
Deck Beams: To be of white oak, to be molded two inches, regular beams sided one and one-quarter inches and heavy beams sided two inches. Fore and aft carlin in way of house and cockpit to be of oak, two inches by two inches, to be held in place with two inch oak blocks spaced as shown, about every fifth frame space. Oak blocks to be fitted in the way of all deck fittings. Oak breasthook fitted forward on clamps.

Decking: Of pine, seven-eighths inches thick, to be canvas covered. Canvas to be carried down over side of hull and covered with a half-oval mahogany moulding strip. In the way of the house and cockpit, the canvas is to be carried in under sides of house, under the three-quarter by one inch mahogany strip and then turned up between this strip and the facing piece.

House Sides and Ends: Of mahogany, one and one quarter inches thick, to be edge bolted to deck and fore and aft carlin, with nut on washer under carlin. To be fitted with hinge up windows and six inch diameter sleeve type port lights as shown. Coamings to be the same as the house sides, mahogany cap oval shape in section to be fitted on top of coaming.

House Top: Decking on top of house to be of pine, tongue and groove V bead under side, three-quarter inches thick, to be covered with canvas. House beams to be of oak sided one inch and molded two inches, spaced ten inches centers. After portion of house top, that part enclosed by windshield to be flat, to have no crown, the rest of the house to be crowned as per line drawing. Canvas covered hatch to be fitted on forward part of house top. Hatch to be fitted with a six inch diameter deadlight.

(Continued on page 152)



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WHEN considering the purchase of a motor boat, yachtsmen would do well to carefully weigh these five important points.



1 Easy-riding—With plenty of flare, well proportioned, well balanced, and correctly powered, the Playboat rides the water swiftly without jar, shock or vibration.



4 Flexibility—For either northern or southern waters, the Playboat just seems to fit in—for slow speed or fast, for rough water or smooth. Quick turning with fast throttle response.



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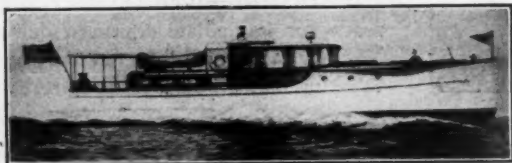
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Naval Architects—Yacht Brokers

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KYRRAH—56' x 12' 4" x 2' 10" Express Cruiser designed by Eldredge-McInnis, Inc. for H. B. Noyes of Noyes Buick Co., Boston, Mass., and powered by two 200 H.P. Hall-Scott engines. Built by F. D. Lawley, Inc.

Designers and engineers for the A-C-F 25 ft. runabout, 35 ft., 41 ft., and 62 ft. cruisers, and also designers of the "Wanamaker 36" besides many large power and sail yachts.

Ethel, a Trunk Cabin Cruiser

(Continued from page 150)

Windshield and Awning: Windshield frame to be of mahogany, one and one-quarter inches thick. On each side two fixed panes of glass are to be fitted shaped as shown. In front three windows of equal size to be fitted, upper half of window to hinge out and lower half to be fixed. Windshield carried back by house as shown. Mahogany moulding to be fitted as shown.

Awning: Beams to be of oak sided one inch and molded one and three-quarter inches, spaced 12 inches centers. Awning top to be of one-half inch tongue and groove V bead underside, pine, to be covered with canvas. Side and end strip to take beams to be of mahogany. Pipe stanchion to be fitted at each after corner.

Cockpit: Cockpit decking to be of one inch pine. Beams to be of oak, sided one and one-quarter inches and molded two inches, beam on every frame in the way of the cockpit. Mahogany sill piece to be fitted on each side of cockpit up against the frames, to be one inch by eight inches.

Two brass bound hatches to be fitted in cockpit floor as shown. After bulkhead in cockpit to be fitted with doors. Cockpit floor carried to transom as shown.

Four lead pipe scuppers to be fitted in cockpit, one in each corner.

Joinerwork: Bulkheads to be of tongue and groove either pine or mahogany as desired. Doors to be panelled.

Berths and berth fronts either of painted pine or mahogany. Berths to be fitted with three drawers under each berth.

Lockers of pine or mahogany.

Ceiling to be of three ply veneer board.

Galley joinerwork of pine. Galley to be fitted with sink and pump, ice box, Protane stove, dish racks, etc. Tank for stove to be located under cockpit floor as shown.

Flooring to be of seven-eighths inch pine. Fitted with hatches to get at bilge.

Tanks: Two cylindrical tanks, 16 inch diameter and 36 inches long, of 30 gallons capacity each to be located under cockpit floor for storage of gasoline. Gas piping to be of copper tubing.

One cylindrical tank, 14 inch diameter and 30 inches long, of 20 gallons capacity, to be installed in cabin locker, for fresh water. All water piping to be galvanized iron pipe.

Filling pipes for all tanks to be carried to fill plates located on deck or cockpit floor. Vent pipes for gasoline tanks to be carried outboard.

Engine: Engine shown on the drawings is a Scripps, Model F-4, four cylinder, of about 35 horse power, medium duty. Any other small engine of about the same weight and horsepower will do. Shafting, and propeller to suit engine installed. One stuffing box to be fitted on inboard end of shaft log. One stern bearing to be fitted on outboard end, both to suit size of shafting installed. All controls, spark, throttle and reverse to be carried to standard set on cockpit floor alongside of wheel box. Copper or galvanized exhaust pipe.

Steering Gear: To be of the chain and sprocket type, fitted with wooden wheel, wheel box to be fitted on after cabin bulkhead as shown, compass mounted on top of wheel box. Steering cable to be carried over large diameter sheaves, at least 4 inch diameter.

Plumbing: One pump marine type water closet to be fitted in forward toilet room of type and pattern selected by owner.

One corner type wash basin to be fitted. Basin fitted with pump piped to fresh water tank, basin to drain overboard.

Toilet to be fitted with seacocks.

Sink in galley to be fitted with pump piped to fresh water tank. Sink to drain overboard.

Lighting: Boat to be wired for electric lights. Interior fixtures to be selected by owner.

Deck outlets of the water tight type to be installed for the side lights bow light, stern light and searchlight if desired.

One trouble light to be installed in engine compartment.

Hardware: All interior hardware to be selected by the owner and supplied and put in place by the builder.

Deck Hardware: One pair of bow chocks, fitted to buffalo rail. 7½ inches.

One pair of stern chocks, Skene type, 5½ inches.

One pair of mooring bitts, 6 by 6 inches.

Two flagpole sockets, one bow and one stern.


Four six inch cleats.

One sixteen inch diameter manhole.

Quarter Bumper: Guard to be fitted on the hull as shown on the outboard profile, to be faced with galvanized iron half-oval about one inch wide.

Rail: Mahogany rail to be carried from bow to stern, about one inch by one and one-quarter, to be swelled out forward as shown to take rail chocks.

(Continued on page 154)



COLUMBIAN

BRONZE PROPELLERS

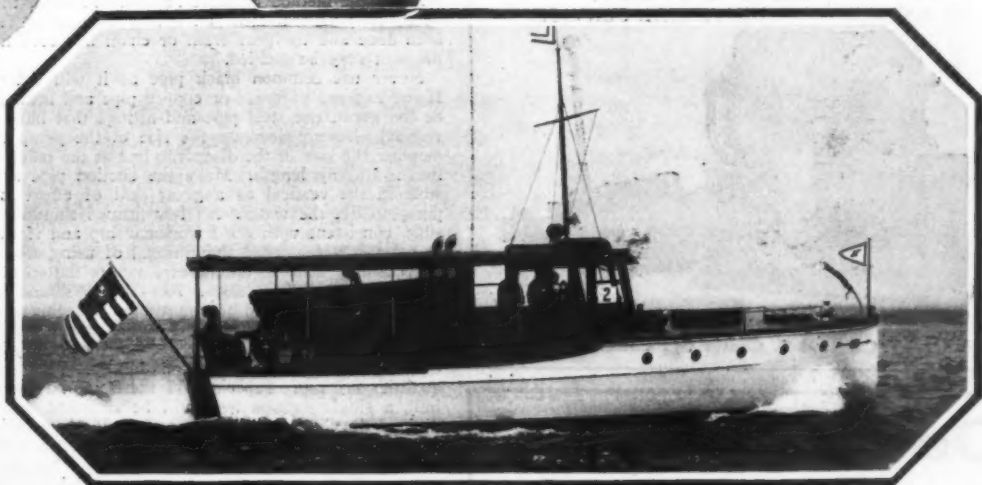


*with the
Champs
as usual!*

— says Cap'n Allswell

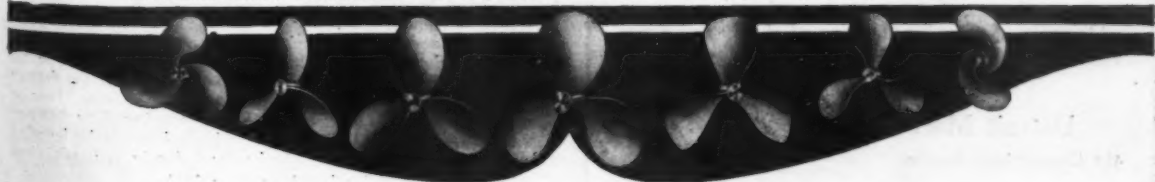
Mr. G. deFreest Larner, Sec., N. Y. Yacht Club, used a Columbian on his Sea Dream III, which won the Block Island championship of Long Island . . . also on his Sea Dream II during all her victories last season. Mr. Larner was drawn to Columbians because of their accuracy.

Write for "Propellers in a Nut Shell."



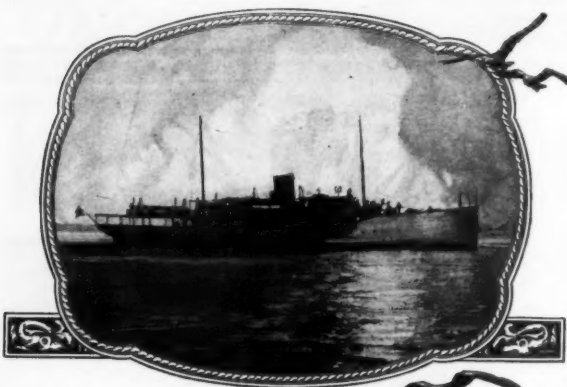
G. deFreest Larner's Sea Dream III, Winner at L. I. Championship Race

COLUMBIAN BRONZE CORP., 208 N. Main St., Freeport, Long Island, N. Y.



Ethel, a Trunk Cabin Cruiser

(Continued from page 152)

*A Magnificent Yacht*

THE M. Y. VIDOR, built by the Tebo Yacht Basin yard from designs by Henry J. Gielow, Inc., New York, for Mr. Victor Emanuel, New York, is an outstanding example of the work of this Organization.

No more palatial craft has been launched in recent years. 171 feet in length and powered with two 800 horse power Diesel engines for a turn of speed of 15 knots per hour, this interesting yacht is especially seaworthy and luxurious not only in its appointments

but in its roominess for owner and guests.

The VIDOR is absolutely vibrationless.

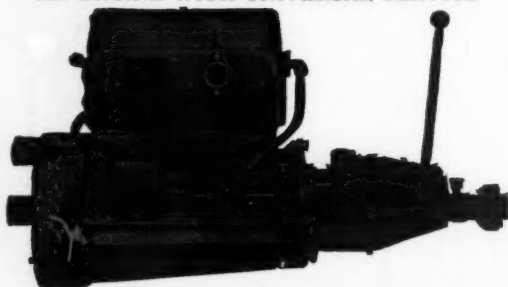
Other unusual features are the heating, ventilating, cooling and refrigeration systems designed and perfected for comfortable, leisurely cruising in all waters, under all climatic conditions.

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For high speed runabouts and express cruisers the Detroit Marine Big Six (300 H.P.) engines not only give excellent and economical service but have a wide range of flexibility and are unusually free from vibration.

Write for descriptive literature.

Detroit Marine-Aero Engine Co

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Detroit, Michigan

Fittings: One bow light, with board, electric.
One pair of side lights, with boards, electric.
One stern light, electric as shown.
One ash boat hook.
Three canvas bumpers, cork filled.
Six life preservers.
Two Pyrene fire extinguishers.
Two flagpoles, complete with cleats and halyards.
Two anchors, one 20 pound, one 35 pound.
One anchor line, 100 feet, one inch diameter.
Two mooring lines, fifty feet each, $\frac{5}{8}$ inch diameter.
One set of boarding steps.
One mahogany drop leaf table for cabin.

Flags.

Pilot Rules, fog bell and horn, whistle and other legal equipment.

Finishing: Hull below water line to have one coat of red lead and two coats of an approved non-fouling copper paint.

Topsides to have one coat of primer and three coats of white lead paint of color approved by owner. If any other color but white is to be used putty in seams must be colored also.

Two coats of paint inside of hull where exposed.

Joinerwork, if painted to have three coats of paint, if varnished, to have three coats of varnish.

Decks to have at least three coats of approved deck paint.

All deck bright work to have one coat of filler and three coats of spar varnish.

Cleaning: Hull to be cleaned of all shavings and dirt of any kind whatsoever. Paint and varnish must be in first class condition when boat is delivered to owner.

Good Pumps in Many Styles

(Continued from page 46)

main power plant is not running the boat may be pumped out while the batteries are being charged or in an emergency the small plant can be run independently.

Do not attempt to drive the pump from the small auxiliary shafts on the engine driving the circulating pump, magneto, etc., as it was never designed to carry the power load of any additional equipment.

After the method of drive has been selected, the pump should be securely bolted down on a firm foundation. After this has been done and the gear train or chain has been fitted, piping of the unit may be tackled.

Never use common black pipe as it will deteriorate rapidly. If the expense of brass or copper pipe and fittings is thought to be too great, use steel pipe and fittings that have been well galvanized. Do not decrease the size of the pump connections but increase the size of the discharge line at the pump if the discharge line is of any length. Make the suction pipe as short as possible in the vertical as a great deal of effort is taken by the pump to lift the water. As few fittings should be used as possible, consistent with good workmanship and if the facilities are at hand it is suggested that instead of using elbows, the pipe be bent in easy sweeps, taking care not to flatten or kink the pipe to eliminate friction losses. Any valves should be of brass or composition metal and for shutting off a line use a gate valve rather than an angle or globe type valve. There are several types of check valves with the swing clapper type more prevalent, many being of the opinion that its operation and checking qualities are more superior. If there are no obstructions in the hull, a single suction lead will be sufficient, but if the hull is divided, it will be necessary to provide a manifold connection, that is, a valved line from each section as the pump will not rid each compartment equally and when one has been drained the pump will draw air through the cleared bilge suction line.

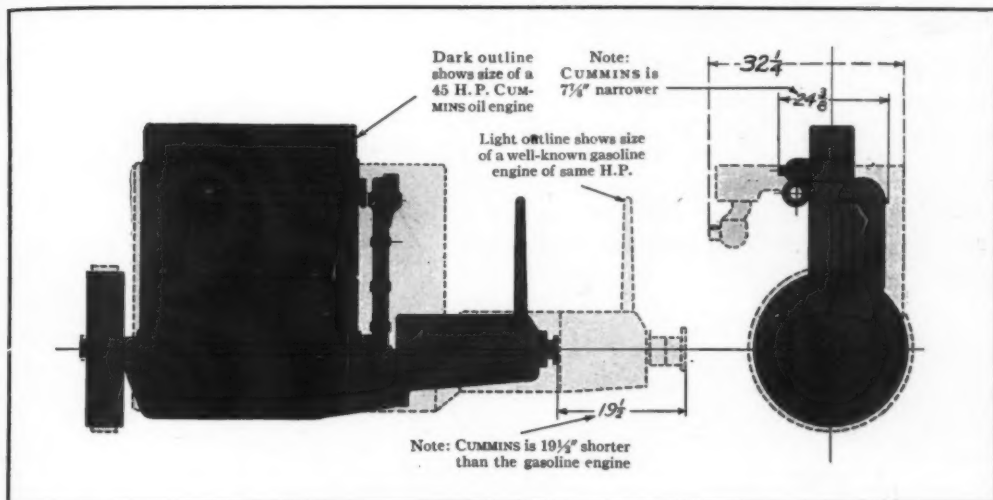
To prevent any trash from being drawn in, which might cause trouble as previously mentioned, a fine copper screen should be fitted at the lower opening of the suction line. It is good practice to surround the strainer with a wooden box having several screened openings on the lower side, this to further prevent trouble from trash.

Before attempting to repair the pump, first familiarize yourself with its action and how it works, so that you may be able to diagnose the trouble at once. Any breaks will require the ingenuity of the owner depending upon the extent of the damage and what materials are at hand that will fit the case. Damage to pumps is generally from wear due to pumping dirty water or lies in the fact that the pump has been improperly installed.

In purchasing a new pump, find out as closely as possible how

(Continued on page 158)

NO BIGGER THAN AN ORDINARY GASOLINE ENGINE



This Full Diesel will fit right in where the gas engine comes out!

LOOK at the dimension drawings shown above. Note that the 45 H.P. CUMMINS Oil Engine is *shorter and narrower* than the well-known gasoline engine of the same H.P. rating. And the 2, 3, 4, and 6-cyl. CUMMINS Engines present still greater space economies.

Now you can replace your gasoline engine with a Full Diesel that will *fit right in*. You can get the same power and flexibility *plus* the tremendous advantages and economies of oil engine power. The day of the oil engine is here! Send for all the facts today.

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Full Diesel Oil Engines
1 to 6 CYLINDERS 12 1/2 to 75 H.P.

Model "F"—1 cyl. 12 1/2 H.P.—600 R. P. M.	
Model "N"—1 cyl. 15 H.P.—600 R. P. M.	
Model "F"—2 cyl. 25 H.P.—600 R. P. M.	
Model "N"—2 cyl. 30 H.P.—600 R. P. M.	
Model "F"—3 cyl. 37 1/2 H.P.—600 R. P. M.	
Model "N"—3 cyl. 45 H.P.—600 R. P. M.	
Model "F"—4 cyl. 50 H.P.—600 R. P. M.	
Model "N"—4 cyl. 60 H.P.—600 R. P. M.	
Model "F"—6 cyl. 75 H.P.—600 R. P. M.	

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Green Diamond a Fast Outboard

(Continued from page 50)

$1\frac{1}{8}$ inches down the center. This is the thickness of the stem which is then to be cut out on the bottom, to take the forward end of the keel will be the same size as the forward portion, and will pass through the step frame, and extend forward for about eight inches. It is to have a filling piece between the two keels, and the entire assembly is to be well fastened with brass screws and bolts.

The chines and clamps are to be of clear spruce, $\frac{5}{8}$ by $1\frac{1}{4}$ inches, all to be notched into the outside of the frames, and well secured. The frames at the bottom and sides will also be of clear spruce, $\frac{5}{8}$ inches thick. The bottom frames are to be in one piece, from chine to chine, except number 1. The bottom frames will be $2\frac{1}{4}$ inches deep at the ends and $3\frac{1}{4}$ inches in the center. All of these are to be notched out for the keel. The frames at the side are to be $2\frac{1}{4}$ inches wide at the bottom, and $1\frac{1}{2}$ inches at the top. The side frames at the side are to be $2\frac{1}{4}$ inches wide at the bottom, and $1\frac{1}{2}$ inches to the top. The side frames are to be gained into the bottom frames where they join $\frac{1}{8}$ inch, and the same are to be well riveted together with three copper rivets.

The frame at the step should preferably be a single piece of clear spruce, $1\frac{1}{2}$ inches thick, and rabbeted to form the step. An alternative would be to use two $\frac{3}{4}$ inch pieces, which may be of spruce or mahogany. There should be a hole cut through to take the rear section of the keel. Additional frames are to be inserted on the bottom, intermediate to those at the station points, so that there will be one between each main frame. These are to extend from the center of the keel to the outside of the chines, and notched to take the chine and keel, as well as being securely fastened to them. These frames are to be $\frac{5}{8}$ by 2 inches. All frames throughout the bottom are to be concave, with a rise of $\frac{3}{8}$ inches from the chord at a point 9 inches from the center line of the keel. It will be well to make a pattern of the step section, since it must be used for all of the frames throughout. All bottom frames should be cut to this, and care observed that the same end is at the center line of the boat at all times.

The battens to which the edges of the planking are secured should be of clear spruce or mahogany $5/16$ by $1\frac{1}{2}$ inches thick. These should be so located that the seams in the planking come on the center of the batten.

The planking should preferably be of $\frac{1}{4}$ inch Philippine mahogany. There should be two planks running the full length on each side as well as three planks on each side of the forward section of the bottom, as well as the after section. All chines, battens, stern, and parts that are in contact, after assembly, should be given a good coat of marine glue, between the planking and same. The planking is to be fastened to the frames, transom, and stem, with $\frac{7}{8}$ inch number 6 brass screws, and to the battens with copper wire nails, preferably riveted over burrs. There is also the option of clinching these.

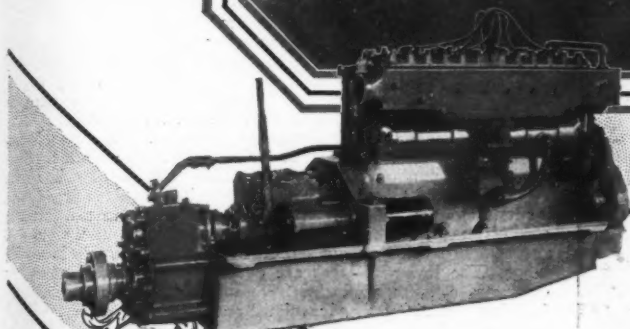
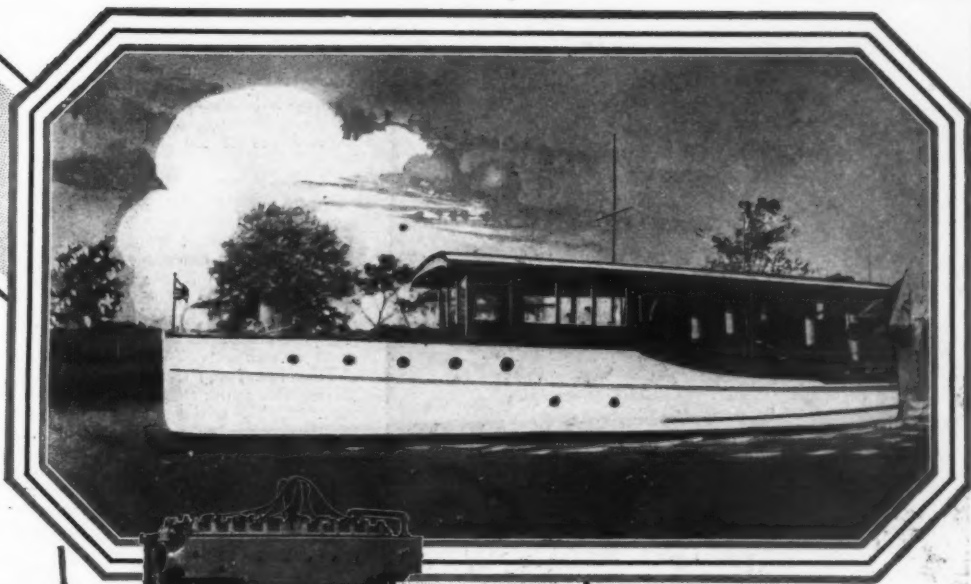
White cedar may also be used for the planking, but mahogany has been found best for this work, as it will stand much rougher treatment than cedar, and will not split. It has been found that boats built of cedar invariably split on the bottom, and after they have been patched a few times, they lose their smoothness and become much heavier and weaker. Mahogany has been found to be most suitable, and particularly for racing purposes will stand much rougher water than cedar. The planking is to be fastened to the frames, transom, and stem, with $\frac{7}{8}$ inch number 6 brass screws, and to the bottom with copper wire nails, riveted over burrs. Clinched nails may also be used. All seams must be carefully fitted so that they will be tight without caulking. After the hull has been completed, it must be well smoothed and sanded, then given four coats of Spar varnish or paint as preferred.

There will be two cleats to take the clamp screws for the engine in the center of the stern, one on each side of the knee, $2\frac{1}{2}$ inches by 1 inch, and spaced so that they will accommodate clamp screws of the engine. There will also be two braces made of $\frac{5}{8}$ inch diameter brass tubing which will run from the engine cleats to the clamps on each side. These should be 30 inches long. Each corner where the transom and side come together should be reinforced with a knee which should be about 8 inches on each side.

Loew Knight Distributors

The increasing demand for Loew Knight engines has caused the Loew Manufacturing Company of Cleveland to appoint the Atlantic Boat Yards of Miami as distributors in the south and J. Napier as a distributor in Montreal and vicinity. Both new dealers will carry stocks of Loew Knight engines for display, and will do much to spread the news about these machines.

Cruiser-Marline II, designed by Morris-Whitaker, built by Oscar Anderson of Norwalk, Conn., powered with Continental-Van Blerck Engine Model 254 with reduction gear.



Model 250—6 Cylinder

Bore 2 3/4"

Stroke 4 3/4"

Displacement 169.28 cu. in.

Model 271—6 Cylinder

Bore 3 1/4"

Stroke 4 3/4"

Displacement 230.21 cu. in.

Model 252—6 Cylinder

Bore 3 3/4"

Stroke 5"

Displacement 331 cu. in.

Model 253—6 Cylinder

Bore 4 1/4"

Stroke 5 1/4"

Displacement 421 cu. in.

Model 254—6 Cylinder

Bore 4 1/2"

Stroke 5 3/4"

Displacement 548.69 cu. in.

Quiet • Sturdy
Dependable

Continuous Performance

The pleasure derived from motor boating depends entirely upon the ability of the power plant to respond when needed.

The constantly expanding uses of Continental-Van Blerck Motors in varying types of marine craft are due to their continuous performance, flexibility in handling and economy of upkeep.

An organization with 26 years experience in gasoline motor building is responsible for Continental-Van Blerck leadership.

The engineering and production facilities of Continental-Van Blerck are available to all manufacturers who may desire an unexcelled marine power plant and a dependable source of supply.

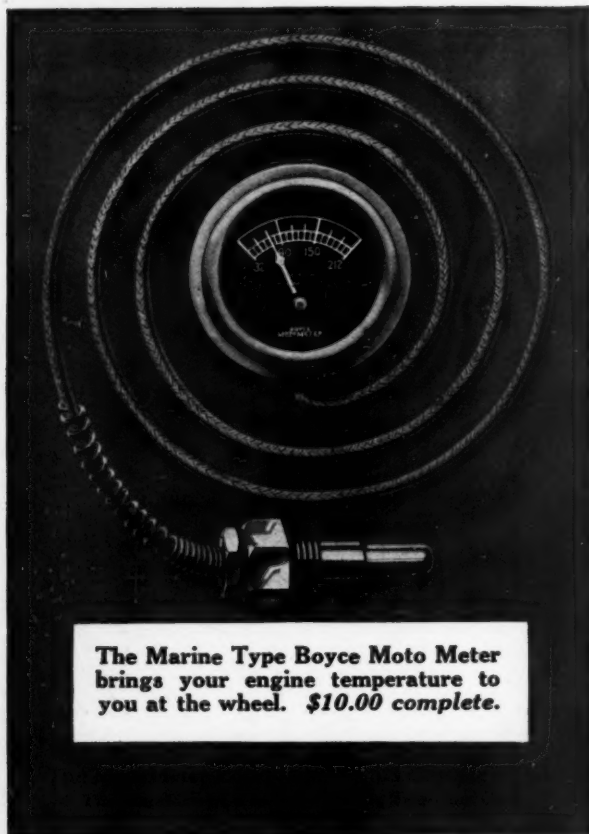
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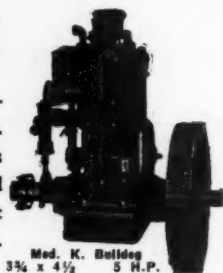
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Homelite generates electricity for all running and cabin lights and accessories such as anchor hoists, bilge pumps, searchlight, toaster, fan, percolator, etc. 22 or 110 volts—600 watts.

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HOMELITE CORPORATION
 Dept. M.B.-4, Port Chester, New York



Good Pumps in Many States

(Continued from page 154)

much water you will have to discharge in a given time, and consult the ratings in gallons per minute that the pump is capable of handling.

The accompanying sketches will help to clear up some of the technicalities of the foregoing.

H. S., New Orleans, La.

Electric Pumps Are Favored

FROM an almost infinite variety of power bilge pumps, it is possible to select one well adapted to any type or size of craft. On a new boat a satisfactory unit is almost sure to be found inbuilt as standard equipment. On an older boat the pump may be inefficient, misplaced, or in poor condition; or the owner, with landlubber's luck, may have considered a hand pump good enough.

The bilge pump should be located with an intake at the lowest possible point. It should be rust-proof, compact, and securely attached. The outlet should be located and sloped so as to avoid streaking or splattering painted or varnished surfaces. Adequate screens, strainers, and pipe or hose should be provided for heavy duty. Brass or copper tubing with a minimum of bends and joints is the most satisfactory plumbing.

If the pump is run off the motor or shaft, intermediate belt- ing clutch, or gears must be of liberal size, well-braced and with sturdy bearings or bushings. If a small auxiliary engine is used, it must be easy starting and dependable, mounted as high as practicable, and with convenient long controls.

Electric bilge pumps are gaining in favor. This type is unsurpassed for speed, silence, and cleanliness. One small machine of this type pumps 350 gallons per hour and requires less than 1 cubic foot of space. The motor may be of splash-proof type, immune against fresh or salt water unless submerged. Remote controls idealize convenience. Fractional horsepower motors in any standard voltage from 110 down to 6 are available in a wide range. The lower voltages are operable on storage batteries or even dry cells in a pinch. Several latest type electric pumps function automatically, ingeniously arranged floats or weights opening and closing the circuit at predetermined levels of water. Wiring should be kept as clean and dry as possible and inspected for shorts at least once a week. There is somewhat greater fire risk with the electric than with other power bilge pumps, especially if oil or gas accumulates in the bilge. A scrubbing with hot water and borax or strong soap powder two or three times a season is worth the time and effort in keeping the bilge safe and sanitary.

Lubrication of bilge pump or drive parts shows an approved recent trend in the use of oilless bushings or pressure-gun connections. Infrequent use of the bilge pump incurs neglect by some boatmen. That is a prime reason for repairs.

No matter how dry a boat is, the pump should be tested occasionally. Vibration can usually be eliminated by tightening all supports and anchored points. Check valves, packing, and pistons are all subject to wear, but replacement is generally not difficult or costly. A few spare pins and keys should be kept in the kit for a pump driven off the engine or shaft; also a spare belt and some lacing or hooks if a belt-driven pump is depended upon. For the electric type, a roll of tape, a few terminal screws, extra fuses, and short roll of extra wire are worth carrying.

D. McC., Cleveland, O.

Installing Lighting Generator

(Continued from page 49)

flywheel or the pump shaft. As a last resort the pulley can be fastened to the propeller shaft flange but this method necessitates a ratchet arrangement to prevent the generator from being driven backward when the propeller is reversed. After the pulley is fastened on, it is a comparatively simple matter to arrange a bed plate or bracket to which the generator can be attached so as to run in the proper direction.

W. B. M., Newburgh, N. Y.

Advises Belt Drive

The three ways in which a generator may be connected to a marine engine are by gearing, by a belt, or by friction drive. There is no doubt that the first of these methods will be very satisfactory if the gearing is properly designed and cut and if the generator is rigidly mounted on the engine so that the correct relationship between the gears will be maintained. Mounting a generator for gear drive is a factory job, however, and any attempt at a home-made gear drive is almost certain to be

(Continued on page 164)

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RADIOGRAM, STOCKHOLM, SWEDEN, Aug. 18, 1927—Evinrude took first place at International Racing Regatta here, August 14. A/B Evinrude.

MOMENCE, ILLINOIS, July 17, 1927—Twelve mile race on Kankakee River today won by Betty M. powered by Evinrude Speeditwin. NEIL METCALF

SANTA BARBARA, CALIFORNIA, Aug. 13, 1927—Evinrude Fastwins won class B Pacific Coast Yachting Association Races. H. G. GRAVES

GREEN BAY, WISCONSIN, Aug. 17, 1927—Evinrude Fastwin wins by over 1/4 mile over—and—in 4 H. P. class. Evinrude Speeditwin wins over—in 8 H. P. class races sponsored by Green Bay Community Club. NICHOLSON BROS. HDWS. CO.

NORFOLK, VIRGINIA, July 31, 1927—Evinrude won every event. Best speed class C 8 H. P. 31 M. P. H. on our own designed boat. Class B and A events won by large margin competing with all other makes. GAS ENGINE & BOAT CORP.

CLEVELAND, OHIO, July 25, 1927—"Rubber Baby" powered by Evinrude Speeditwin, driven by A. G. Moranville won the trophy at the Cleveland Regatta July 22nd and 23rd. C. F. HIGGINS

HATWARD, WISCONSIN, August 8, 1927—Evinrude Speeditwin took first against competition in 8 H. P. Class race at Water Carnival here Sunday. C. L. MACPHERSON

BOSTON, MASS., August 10, 1927—Evinrude Speeditwin driven by Oswald on Baby Whale Step Plane won all 3 heats in New Bedford Yacht Club Regatta today. W. C. CLAUSEN

SAVANNAH, GEORGIA, August 9, 1927—Miss Evinrude won first place in Free-All at Charleston July 23. Also won 3 heats series Sea Island Yacht Club Regatta at Rockville, S. C. Also won Inter State Championship race August 7 at Folly Beach, S. C. against large field. All races over 1 mile course. SAVANNAH RADIO CORP.

OAKLAND, CALIFORNIA, July 18, 1927—Yesterday at Sacramento River Club Races Evinrude Fastwins won first and second over—and— H. L. GRAVES

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MORE Evinrude victories! Every day brings wires like these from enthusiastic owners, marvelling that a stock model motor can be so fast, so simple and easy to operate, and so consistently victorious in the hands of the amateur. But flashing speed is only one of the reasons for Evinrudes being the hit of the year.

Speeditwin, for instance, weighs only 75 pounds—the world's lightest motor of such power.

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Miss Gertrude Ederle, famous conqueror of the English Channel, and her Evinrude Speeditwin. Two real champions of the water.



Yard and Shop

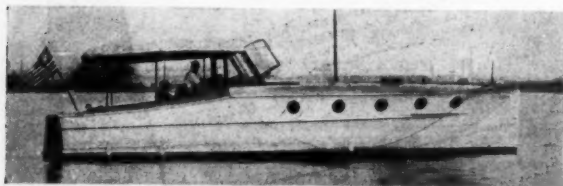
(Continued from page 122)

Records Go At Charlevoix

Charlevoix on Lake Michigan arranged a Regatta under the auspices of the Charlevoix Boat Club and the M. V. P. B. A. on August 5 to 7. The first two days were devoted largely to sail boat events, and was very little to interest the motor boat contingent until Sunday. A very efficient electric wiring system had been arranged between two range posts which were at the end of the mile straightway, and the time trials were run over this course. A little 8-foot step plane called Dynamite, owned and driven by B. Samuelson came out and made a trial and was clocked for a speed of 15.85 m.p.h. as the mean of six trials. Other boats were not quite so fast, although several made attempts at this distance. During the afternoon a race for class A outboards was won again by Dynamite for she made the 2½ mile course at the rate of 15.32 m.p.h.

The class B event brought out ten starters, and since they were all fairly well matched they hung together closely for five miles, making it seem much more exciting than is usually the case. Bill's Boats, owned by H. W. Hart of Detroit, took the first place in this.

Class C brought out a smaller field of only six boats, although they were plainly much faster. Baby B was going great guns when she struck something which was submerged and did a back somersault, while the driver was initiated into the organization called Hell-Divers. This spill allowed Evinrude to take the lead, but the driver fouled the buoy moorings, and lost his motor in the lake where it still is in some twelve fathoms of water.



Spindrift, a fast 36 foot cruiser, built by the Ventnor Boat Works, and equipped with a 253 Continental Van Blerck marine engine

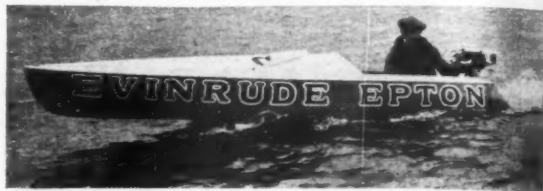
A further race for runabouts of 100 h.p. was easily won by J. Morgan Baker in a Dodge Water Car, with a Curtiss engine. The final race was a Free-for-All for displacement boats which was won by Miss Tennessee, owned and driven by George Schwab, Jr., of Nashville, followed by Jay-Gee, owned and driven by Julius Gilbert of Detroit. The final event was a Free-for-All hydroplane race in which Miss Charlevoix, driven by M. Roy Brady, made one lap of the 2½ mile course at the rate of 64.512 m.p.h. This boat is in the 725 inch class, and this speed is very creditable, since it is stated to be world's record for this class.

Watercar Races Auto

A month or so ago Robert Sealy and R. B. Trowbridge, the leading officials of the Texas Dodge Watercar Sales, Inc., of Galveston, Texas, and nearby towns, were discussing with the local Buick dealer the relative merits of the Watercars and the Buick automobile in matters of speed in getting from place to place regardless of traffic. The upshot of it was that a race was arranged between the boat and the motor car from Corpus Christi to Point Isabel, a land distance of 125 miles. In the race, which attracted tremendous attention in all the nearby cities, the automobile beat the Watercar by two hours and thereby hangs an exciting tale: The Buick, driven by DeWitt Reed and Edgar Quail, made the run from Corpus Christi to Aransas Pass, a distance of 21 miles in 16 minutes running time. Arrangements had been made for the transfer service with the Aransas Harbor Terminal Railway and Ferry to Port Aransas which was made in thirty minutes and from Port Aransas the run was made over the Ocean Beach Driveway along Mustang and Padre Islands to Point Isabel in three hours and eighteen minutes.

The Dodge Watercar, which left Corpus Christi simultaneously with the car, passed the Buick as it was going to the landing at Port Aransas. After that, upon entering the Gulf of Mexico, it ran into a barrel of grief in the form of mountainous seas. Instead of following the coastline as was the original intention, it was necessary to tack many miles out to sea. Arriving off Point Isabel the waves were fifteen feet high and Mr. Trowbridge, who was driving, could not find the entrance to the Harbor. The Coast Guard, hearing

that the occupants of the boat were in danger went to the rescue. According to Mr. Trowbridge, "The Coast Guards took an hour to make their way out into the surf, and were half swamped when they reached us and told us it would be impossible to run in. As we could not remain where we were I picked out a big wave, got the boat running full speed and kept her stern just ahead of the spume. We carried this same wave all the way in shore and never shipped a drop of spray. We actually ran over 180 miles in six hours which, considering the tremendous seas we struck, is not half bad."



Evinrude Epton, a little outboard driven job, which displayed remarkable speed at a Regatta of the Queen City Yacht Club in Seattle

Of course, a race between an automobile and a motorboat runabout does not prove the utility of either but, in the case of the boat, it proved that the modern runabout is an amazingly seaworthy affair, whether used for pleasure or more serious purposes. During the second Florida hurricane last year a Dodge Watercar went out from Miami driven by Charles Mathey to the aid of a ship in distress, through ocean waves that had caused every other small boat to seek shelter. This was only one of a number of perilous emergency trips Dodge Watercars have taken on the Eastern Coast within the past couple of years, most of them much against the advice of old time fishermen and other who declared that no small boat could live in the raging seas.

A New 18-Footer

An interesting little boat, designed by Crownshield, Burbank & Howard of Boston, is to be produced as a stock runabout, and should prove attractive to many users of boats of this type. The purpose of the boat is to supply an attractive family runabout with sufficient speed to satisfy normal people, and also to depart from the ever popular Vee bottom type. The boat is adapted not only to lakes and rivers, but is also suitable for use on bays and harbors along the coast, with perfect safety.

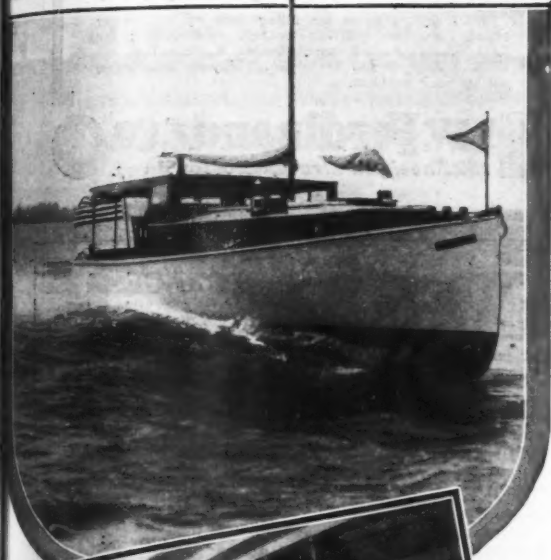


An attractive 28-foot stock cruiser built by Grandy Brothers of Seattle, Wash. It is powered with a six cylinder Continental Van-Blerck, model 250, which drives it ten miles

The boat is rated as a 17 mile craft, but reports from some owners who happen to have them, give them a little higher speed. The hulls are substantially constructed with mahogany planking and finish, inside and out, with cedar planking below the waterline. Rice Brothers, the large boat building establishment at East Boothbay, Maine, is enlarging its facilities so as to turn out several hundreds of these boats in the near future. The power plant with which these boats are equipped, is the Universal Flexifour which delivers up to 15 h.p. and drives the boat as fast as mentioned above. The boat is completely equipped with electric starter, lights and equipment.

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THE 1928 Matthews "38" Single Cabin Cruiser with many new improvements is now ready for your use. New cabin arrangement, refined running lines, bright finish, mahogany cabin sides, added comforts throughout and luxurious detail everywhere make it the finest Matthews Cruiser ever built. It is the boat you will want for your Southern cruise.

The new Matthews "38" with its improved features will surpass the widespread popularity of the earlier model which has outsold all other cruisers of its size. It is the crowning achievement of Matthews' thirty-seven years of experience in building fine boats,—building not to a price but to meet the wants of the boating public.

There is no change in price of the new Matthews "38"; it remains \$6500., afloat at Port Clinton.

Now on display in the Show Rooms of our distributors at New York, Boston, Detroit, Galveston and Pasadena. Inspect this new boat now.

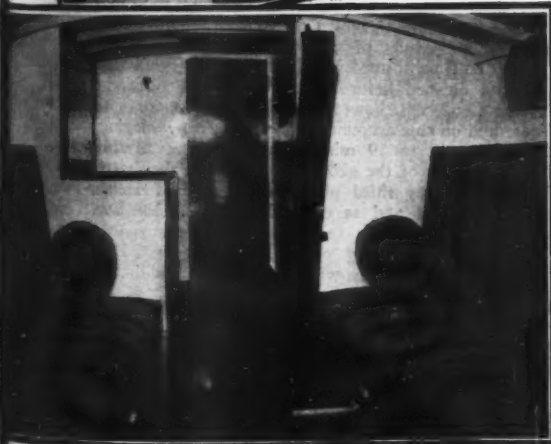
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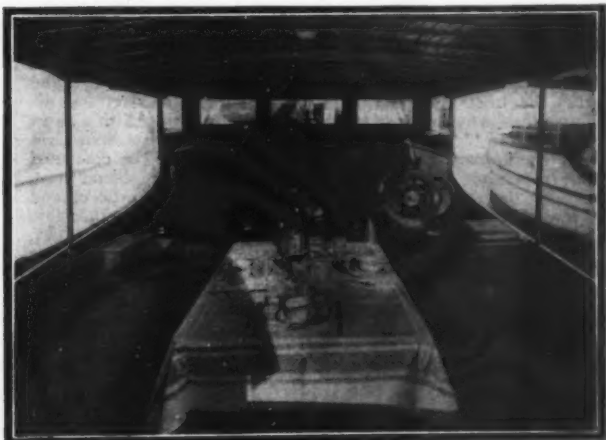
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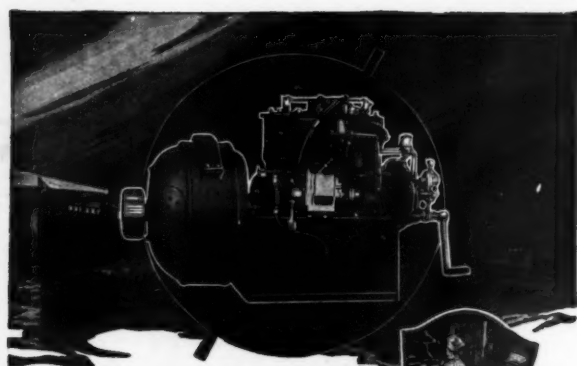


Looking forward in the cabin, the door opens into the complete toilet room. Note the large, mahogany dresser, one of the important new additions. Dresser top measures 30 in. by 20 in.; there are four large drawers, and the mirror above measures 24 in. wide.



Could you imagine a thirty-eight-footer permitting of such comfort as this picture presents? The cockpit is sufficiently roomy to serve dinner to a party of eight. The famous galley, as in the photo at left above, is retained in the refined 1928 model.

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Cruisers Race On Ocean

(Continued from page 41)

as officers of neighboring yacht clubs to be present at a dinner on the day before this race. Many guests were present, and the festivities lasted for many hours. The suggestion was made that future entertainments be arranged for the evening after the race, so that the crews could be on time at the start of the race. As usually happens, many folks overslept the morning following the dinner, and missed the start of the race.

The handicaps for the several boats had been prepared and distributed to the captains so that each knew when he was due to start. The first boat to leave was Helen Lou, scheduled to leave at 9:35:45. The others stretched out over an interval of about two hours and the last one to leave was Idler III at 11:45. The course for this race runs down along the Long Island Shore from the Inlet at Rockaway to Jones's Point and retraces its course thence to Ambrose and Scotland Light Ships, with a short return leg to the starting line. The total distance has been carefully checked and found to be 45 nautical miles. The computed time necessary for each boat to sail the course should have brought them all back by four o'clock in the afternoon, and a few of them actually did so. The remainder were either fast or slow as can be observed from the summary which follows. The weather which was moderate at the start, grew somewhat heavier during the afternoon, and the boats were subjected to some lively seas during the course of their trip. In fact, it grew so rough during the afternoon that the committee boat

found itself more comfortable when under way and pulled up its anchors and sailed about in the vicinity of the finish buoy, and the time of the boats as they completed the race were taken in this way. Several of the boats in the race were sailing under past performance certificates, and in the case of these they are not restricted against exceeding their schedule speeds. It happens that Madeline III, the big Peerless engined cruiser, owned by Captain Owen Reilly of the Harlem Yacht Club, was the winner of this race, and he was closely followed by Ducky, powered with a 65 h.p. Kermath, owned by Captain C. L. Langlotz of the Tamaqua Yacht Club. Both of these boats were within a few seconds of the computed time needed for the course, and both performed in a most consistent and able manner. Three boats finished before these, they being Starlight, Helen, and Helen Lou. All, however, were racing under a temporary certificate and on this account were penalized by varying amounts of time, from 15 to 19 minutes, which serve to throw them among the balance of the group to finish, and they were successful in securing only third place in the case of Helen, fourth place for Starlight and seventh place for Helen Lou. Altogether the race was most successful, and the support which it received demonstrates very clearly that the Past Performance rules are far more popular with racing skippers than the more scientific measurement rule.

SHEEPSHEAD BAY OCEAN RACE

September 11, 1927

45.0 nautical miles

Corrected

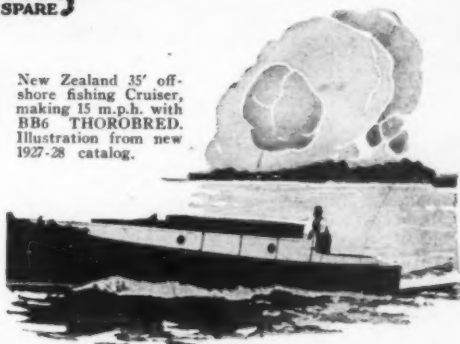
Boat	Owner	Starting Time	Finish Time	Penalty	Finish Time	Position
Sea Wolf	E. S. Thompson	10:12:00	4:34:00		4:34:00	9
Redcyl	J. R. Huntley	10:53:15	4:18:10		4:18:10	6
Starlight	L. Woods	11:00:00	3:40:30	0:15:00	4:15:00	4
Helen	R. H. Simon	11:01:30	3:46:07	0:14:55	4:14:55	3
Paducah	P. J. Downey	11:07:30	4:25:25		4:25:25	8
Madeline III	O. Reilly	11:18:45	3:58:40		3:58:40	1
Ducky	C. L. Langlotz	11:22:30	4:00:55		4:00:55	2
Idler III	O. Van Au	11:45:00	4:16:00		4:16:00	5
Happy	G. McKigney	9:57:45	4:36:40		4:36:40	10
Helen Lou		9:39:45	3:44:00	0:19:00	4:19:00	7

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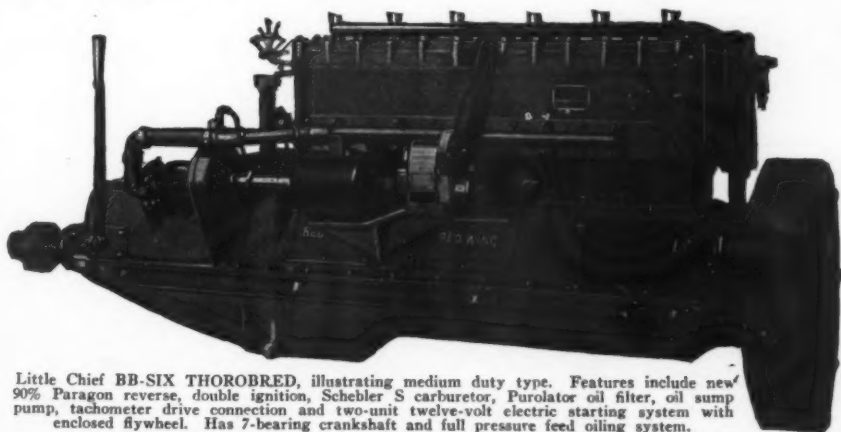
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B32-40 H.P.	4½x5
BB4 MD 40-50 H.P.	4½x6
BB4 HS 45-70 H.P.	4½x6
BC4 50-60 H.P.	5x7
BCS4 75-90 H.P.	5¼x7

6 Cylinder Models

BB6 MD 50-80 H.P.	4½x6
BB6 HS 80-110 H.P.	4½x6
BC6 85-110 H.P.	5x7
BCS6 110-150 H.P.	5¼x7

2 Cylinder Model

KK 7-8 H.P.	3¼x4¼
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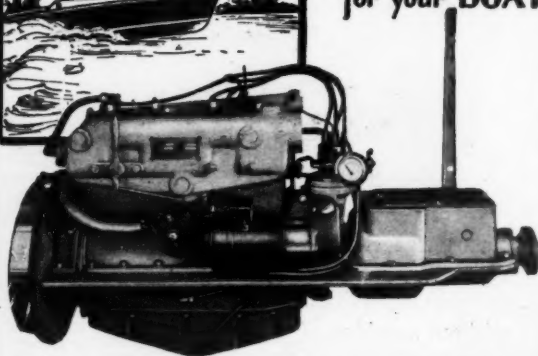
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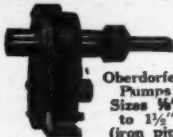


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Outboard Motor Headquarters

Bruno Beckhard

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Advises Belt Drive

(Continued from page 158)

hopelessly noisy if it does not possess more serious faults. This limits us to the consideration of belt drive versus friction drive.

The great attraction of friction drive is its compactness and the absence of a belt in the engine room to catch in clothing and be in the way generally. Its disadvantages however outweigh the above mentioned good features. The bearing area of the friction pulley on the flywheel is so small that the least bit of grease will cause slipping or necessitate the use of such heavy pressure on the drive as is almost certain to produce overheating of the generator bearings. A well designed belt drive, will on the other hand, give very little trouble due to slippage if any reasonable amount of care is used in keeping oil and bilge water away from it and at the same time require so little belt tension that the generator can be run all day and every day without its bearings suffering more than a normal amount of wear. The belt drive has an advantage over even gear drive insofar as the matter of silent operation is concerned. This is probably the reason that the manufacturers of fine automobiles have recently shown a tendency to adopt it in preference to gearing for the generator drive on their recent model cars.

The problem of connecting the generator to the engine may therefore in most cases be considered as that of designing the most compact and out of the way belt drive that will provide a proper distance between the flywheel and the generator pulley. It is perhaps unnecessary to say that if the pulley is too close the drive will have most of the disadvantages of a friction drive.

In a cruiser where there is a fair amount of head room over the engine the most convenient location for the generator will usually be over the forward cylinder on a platform slung from the carlins. The supports for the platform consist of $\frac{1}{2}$ -inch rods or bolts with long threads on their lower ends. The platform supporting the generator is drilled for the passage of these steel rods and is held in place on them by a nut and lock nut at the bottom of each rod and a single nut above the platform to hold it firm against vibration. The nuts above the platform are very necessary as the writer knows from several years experience with this type of rig. The outfit, by the way, was perfectly satisfactory and proved a great improvement on friction drives of various kinds. The generator belt is tightened by adjusting the nuts on the vertical hangers. When the battery is fully charged the belt may readily be slipped off or the generator may be allowed to run idle if the loss of two or three r.p.m. of the main engine is not objectionable.

The discussion has been based on the assumption that the flywheel of the main engine was of the old-fashioned exposed type to which a belt can be readily fitted. Most of the modern enclosed engines have gear driven generators built into them and there is no need of belting a generator to such machines. In the rare cases where it becomes necessary to attach a generator to such a machine, however, the job could usually be done by using a slow speed automobile type generator driven with a heavy V belt from a pulley which would have to be attached to the forward end of the crank shaft or cam shaft. In devising such a rig full advantage should be taken of the possibility of using parts supplied by some automobile manufacturer whose machine as does the Nash, employs a belt driven generator. The proper pulley sizes may readily be determined by the formula: "the speed of the driven pulley divided by the speed of the driving pulley equals the diameter of the driving pulley divided by the diameter of the driven pulley." In this formula the speeds are in r.p.m. and the diameters in any units provided the same units are used on both pulleys.

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The Perfect Thirty-six

(Continued from page 43)

power to drive the boat up to 15 miles. All controls for the engine, together with the instruments have been installed on the bridge easy of access for the helmsman. As supplied by the builder, these boats are 36 feet in length with a beam of 9 feet. They are completely supplied with all equipment necessary, and require very little from the owner in order to sail the boat away. Several owners who have made extensive cruises on these boats, speak most favorably of their behavior under severe conditions. One owner writes to Mr. Gray as follows: "Thought you might like to know that Tinker covered herself with glory late yesterday afternoon by being the first rescue boat to reach the steamer Vinahaven in distress in heavy fog among the Dogfish ledges. The steamer was drifting with a $2\frac{1}{2}$ knot tide in bad water. Although Vinahaven is 167 tons register, Tinker was able to take her in tow against that tide for a mile and half and make her line fast to the Fairway Bell Buoy. Captain Laurie of the Vinahaven did not believe we could move his ship, and only gave his consent to our towing her when he was in such bad water that he had no alternative. You will find him a booster for Gray boats. He is the most surprised man in the world."

